



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



February 2000

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Executive Secretary	Faye Buckley

Cover:

Tangalooma
crossing the finish
line to win the
Captain Slocum
Trophy.

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COMING EVENTS

JANUARY 00

TUESDAY 1 FEBRUARY 2000

First Tuesday Twilight Race (each week to 29 February inclusive)

SATURDAY 29 JANUARY 2000

Thirteenth point score race for Cavalier 28 Division, fourteenth point score race for Division 2 and Traditional Division and fifth point score race for Division 7.

SATURDAY 5 FEBRUARY 2000

Fourteenth point score race for Cavalier 28 Division and fifteenth point score race for Division 2 and Traditional Division.

SUNDAY 6 FEBRUARY 2000

Ninth point score race for Metre, Heavy and Light Performance Divisions and third point score race for Gaffers Division.

SATURDAY 12 FEBRUARY 2000

Fifteenth point score race for Cavalier 28 Division and sixteenth point score race for Division 2 and Traditional Division. Third race in the Logan Cup Series.

SUNDAY 13 FEBRUARY 2000

Tenth point score race for Metre, Heavy and Light Performance Divisions.

SATURDAY 19 FEBRUARY 2000

Sixteenth point score race for Cavalier 28 Division, seventeenth point score race for Division 2 and Traditional Division and sixth point score race for Division 7.

SATURDAY 26 FEBRUARY 2000

Seventeenth point score race for Cavalier 28 Division and eighteenth point score race for Division 2 and Traditional Division.

SUNDAY 27 FEBRUARY 2000

Sail for Cancer Research

SATURDAY 4 MARCH 2000

Eighteenth point score race for Cavalier 28 Division and nineteenth point score race for Division 2 and Traditional Division.

SUNDAY 5 MARCH 2000

Eleventh point score race for Metre, Heavy and Light Performance Divisions and fourth point score race for Gaffers Division.

**NEED
THE TEN-
DER?**

**Just call
Robbie on
0418 678 690**

Friday 1700-2100
(during Twilights)
Sat: 0900-1800
Sun: 0900-1700

(Continued on Page 20)



At its December meeting, the Board was very pleased to appoint Charles Maclurcan to the vacant position of Vice Commodore, and Tony Saunders to succeed him as Honorary Secretary. Both these directors have given a great deal to our Club over many years, and I wish them every success in their new roles. The position of Honorary Treasurer will remain vacant for the moment.

Whilst the early weather for the Sydney Hobart was not as bad as last year in the earlier stages of the race, gale force winds still eventuated whilst a large number of yachts were still at sea forcing a large proportion of the smaller boats to retire. Among the retirees was *Mark Twain*, competing in its 22nd Hobart, and for the first time in all those years, discretion suggested it would be prudent to about turn and head for Eden. Whilst it is sad they did not reach Hobart for the 22nd time, we are glad they sustained no major damage or injuries.

On a happier note, Sean Langman the charterer of *Magna Data* and sailing with sail number A99 won the first division PHS. Our other boat in the Hobart, *Wide Load*, also finished but not without their difficulties.

The Pittwater to Coffs Harbour race started on 2 January with a fleet bigger than that of the Hobart. Our Club had a number of boats competing and in the series Teams event, and our team of *She's Apples Two*, *Farr Horizons* and *Hot Chilli* finished first. In the race itself, our members distinguished themselves as reported by Max Prentice in his article starting on the next page. Well Done.

This year on New Years Eve we changed the Tender arrangements in that we operated the Tender until dusk and members were asked to stay on their boats until the next morning. If they wished to come ashore, they needed to drop guests off at the Club and pick up a dinghy. I understand the arrangements worked reasonably well although a few members felt they were inconvenienced at 2.00 am in having to row ashore. The Board's reasoning for this change was that the Tender Driver could not reasonably be expected to operate until this hour and we were not satisfied that there would be a sober (and suitably qualified) volunteer available at that time.

I have previously mentioned the "Spirit of the Amateurs" and it was interesting to note that over the holiday period certain essential welding work to hold our pontoon together was carried out in pouring rain by one member. Thanks Trevor.

It was also disappointing to note that whilst many members try to do the right thing at the Club, there are still those who don't. On a number of mornings there was frequently evidence of the drinking session from the night before, and on a number of occasions, it was necessary for volunteers to return tools to the workshop, or find the office vacuum cleaner which had been borrowed and not returned. One of the more disappointing matters was the theft of one of the prize bottles of rum. Hopefully, we can all get our act together and look after our Club.

Tony Clarkson



PITTWATER AND COFFS HARBOUR OFF-SHORE SERIES 1999/2000

JANUARY 00

by
Max Prentice

The Sydney Amateur Sailing Club was well represented in the Millenium Series organised by the Royal Prince Alfred Yacht Club and the Coffs Harbour Yacht Club. No less than six of our off-shore fleet raced in the series with distinction. All were entered in the PHS Division which comprised some 54 boats out of a total of 108 entrants. This was a record fleet for the series and is a credit to the organisers. The majority of entrants were attracted to the series because of starting day of the long race of 226 nautical miles being 2 January instead of the normal 27 December.

The Club boats competing in the series were *Ice Fire* (Terry Mullens), *She's Apples Two* (Max Prentice), *Hot Chilli* (Allan Cox), *Farr Horizons* (Ivan Reshnekov), *Aroona* (Duncan Hill) and *Mad Max* (James Murchison).

The first two races were short windward/return and an Olympic course off Pittwater on 27 and 28 December 1999. All of the Amateurs boats competing in these two races faired well with *Hot Chilli* achieving two seconds in her division and *She's Apples Two* a second in the fourth. Curiously, *She's Apples Two* was subject to a protest lodged by *Bullrush*, a Beneteau 42.7, which was eventually dismissed and the points stood. Amateurs do not concede without a fight!

The 226 nautical mile long passage race held on 2 January 2000 was spectacular at the start. It was begun in light sea breezes from the south-east which eventually moved a little further south to permit running under spinnaker for most of the afternoon. As night approached the wind went around to the east-north-east and a comfortable night was had by most of the fleet. The next morning a north-westerly came for those close to the coast which permitted enjoyable sailing for most of the morning. *She's Apples Two* decided to take the rhumb line course to Port Stephens and then to Tacking Point until set was detected. This was clearly evident around Tacking Point near Point Macquarie where two and a half knots was detected. It became an inshore race from then on! Sadly at the same time a nor-easter which was developing during the afternoon peaked on the second when most of the big boats had finished. The wind experienced by the majority of the Amateurs boats was 20 to 35 knots nor-easters with a fairly sizeable swell accompanied by a two and a half to three knot southerly set from Tacking Point around Smokey Cape and then to Coffs Harbour.

She's Apples Two finished the race at 11.30 am on Tuesday morning after a fairly eventful night with everyone on the rail endeavouring to get around Smokey Cape in the middle of the night with 30 knot nor-

easters and the three knot set knocking the boat down. It was difficult to make much progress against the wind, which was on the nose. Sadly, eight of the ten crew were required on the rail for most of the night until we rounded Smokey Cape to endeavour to make the boat point. This is something that is not normal on *She's Apples Two*! It tends to disturb the cellar. Our efforts were rewarded however with a rounding at 3.00 am with normal shifts recommencing at 4.00 am when we were tacking into the beach from Smokey Cape to Coffs Harbour. The southerly set remained at two knots about two miles out from the beach from Trial Bay to Coffs Harbour, which was a major factor in the closing stages of the race.

The passage race could be considered a big boat race with the majority of large boats taking out the PHS first, second and third places. The Amateurs faired relatively well with handicap places as follows:

Mad Max – 7th
Ice Fire – 13th
She's Apples Two – 20th
Farr Horizons – 22nd
Hot Chilli – 31st
Aroona – 35th

There were 54 entrants in the PHS Division so the Club was well represented and well sailed.

Race 4 was around the Solitary Islands which is a terrific race with marks of the course being Split Solitary and South Solitary Islands with a return to Coffs Harbour. Curiously the fleet rounded Split Solitary Island a day before the missing diver was found on the island. He must have been floating around at the time of the fleet's rounding!

The last race held on 6 January was a long windward/return race of two-mile legs with four legs each way. It was a fairly demanding course with *Hot Chilli* having a small collision at the finish with some of the major boats in the other divisions. The three Amateurs boats competing in the last two races achieved the following results:

Hot Chilli – 3rd and 3rd (Div C)
Farr Horizons – 2nd and 4th (Div C)
She's Apples Two – 3rd and 3rd (Div B)

SASC WINS TEAM EVENT

I am pleased to advise that the team comprised of *Hot Chilli*, *Farr Horizons* and *She's Apples Two* won the overall PHS Teams event which was a very satisfying achievement bearing in mind the number of boats in the division. The two other divisions, IRC and IMS, were won by strong teams from the Royal Prince Alfred Yacht Club.

The results of the winning SASC team were:

She's Apples Two – 3rd in Division B PHS
Hot Chilli – 1st in Division C PHS
Farr Horizons – 4th in Division C PHS

The officials from the RPAYC were delighted that six Amateurs boats had competed and encouraged entrants to participate in next year's event. I, for one, am extremely pleased with the organisation surrounding the race and the prize giving at the new RSL in Coffs Harbour which was second to none. It was well managed, up-market and included such things as PowerPoint presentations projected onto a large screen in the middle of the presentation platform. It was a night thoroughly enjoyed by all. I would recommend participation to other members of the Club who enjoy blue-water racing.

HOBART 99 – *Mark Twain's 22nd*

Once again a vintage crew joined Hugh O'Neill for the journey south. SASC Directors Randal Wilson and Charles Maclurcan teamed up with Bob Kenyon, Peter Pangas, Steve Grellis, Colin Gassman and Reto Ambuhl.

*by
Charles
Maclurcan*

Safety regulations played a big part in this year's preparation with a large amount of gear requiring replacement. All lifejackets and tethers were updated. A 406 EPIRB was installed together with a C-Com communications unit with printer to automatically report our position back to the Authorities and feed us weather information. Most of the crew completed three compulsory CYC safety seminars/demonstrations and our mandatory lead up voyage was the Lord Howe Island race completed successfully.

The rigging of the yacht was checked thoroughly with the usual baby stay replacements carried out. New jack stays were made and fitted. Radio tests were satisfactory and the engine was cured of its intermittent cooling fault.

So off we took. And it was great sailing. Apart from blowing apart our large spinnaker (no longer able to disguise its venerable age) which was rescued in two pieces by a very clever fore-deck hand Bob Kenyon, we ran like everyone else at a relatively fast rate down the coast. We charged flat out at 9-10 knots – a fraction of the speed of the top boats. Consequently, as the race leaders stayed within the system and finished we were still 200 miles from Tasman Island when the next system hit.

It wasn't the normal south westerly. It was dead on the nose. 50 knots, 180 degrees and cold. So after some hours of very heavy going it was suggested that we remove all sail and heave to. This resulted in us being blown 40 miles to the north over a period of 36 hours. Very perplexing for those watching the internet diagrams. Ingress of water rendered our weather printer inoperative, however, it was gleaned from the various forecasts available that worse weather was to follow. This

indeed happened but prior to its arrival the decision was made to return to Eden.

After so many successful Hobart races under her belt it was disappointing for the old boat to be turned for home prior to completion this year. Whilst we had a good party in Eden it did not really substitute for Constitution Dock. What went wrong? Nothing. No damage to speak of and just a wound the Owner's head from a flying cold box lid. However, I can't help but feel that 10 years ago we would have risen to the challenge and slogged on. This time the option of ending the torment was readily accepted by the Owner and crew.

Club members will no doubt be aware of the race record time. *Nokia* completed in approx. 1 day 20 hrs. From our perspective the speeds achieved by that boat were absolutely overwhelming. Publicity soon ceased after the first boats finished and little was heard of the tiddlers that battled on to finish. *Berimilla* a conventional 34 footer was typical, finishing in 7 days 10 hours with considerable hardship to boat and crew. 30 boats out of the 80 starters withdrew, most in similar fashion *Mark Twain*. The conventional small fleet did not suffer the massive damage typical of the greyhounds but progress was woefully slow and crew injuries were evident.

It may not have been in Hobart, but the New Years Eve party was a happy one for the crew of *Mark Twain* and their supporters.

Wither the Race? At first glance it just does not seem the province of older, privately operated boats. Yet, if commenced two days later I think the horrific carnage of the prior year would have been repeated and a few boats like *Mark Twain* would have survived yet again – if the crew was willing. Maybe its time for an alternate event.



SYDNEY INTERNATIONAL REGATTA 1999

JANUARY 00

The 1999 Sydney International Regatta was held on Sydney Harbour on four days between 12 and 15 December 1999. It was the second regatta in the Sail Down Under Series (the others were Sail Brisbane 99 at the end of November and 2000 Sail Melbourne International Regatta in January) and was conducted by the YA of NSW.

This regatta was one of the largest ever conducted in Sydney Harbour, with 434 boats in thirteen classes and 667 competitors. The schedule was demanding, with up to eleven races each day on each of the five course areas, one of which was offshore. All Olympic classes and one Paralympic class were involved, and the series was particularly important for competitors in Mistral (men and women), Finn, Laser, 470 (men and women), 49ers and Stars as it was the final Olympic qualification regatta for the Australians in the series. Many of the international competitors were also competing to secure an Olympic berth, ensuring strong competition.

Many of the people running the different course areas were members of the Olympic volunteer teams, and on Course Area B, the SASC was represented again by Vice Commodore Charles Maclurcan as Principal Race Officer and Past Commodores David Willis (in charge of Mark Boat 1) and John Jeremy (timer). They were part of the enthusiastic and dedicated Royal Sydney Yacht Squadron team who used the

Forty-odd Lasers crossing the start line during a race in the 1999 Sydney International Regatta.



regatta to further practice their race management skills in preparation for the big event next year.

Forty-two races were run on Course Area B over the four days, in mostly ideal conditions. Classes that sailed on that course area were Lasers (96 entries), Laser Radials (14 entries), Europe dinghies (28 entries), 470s (men and women) (86 entries) and the remarkable 2.4mR sloop (eight entries). These small yachts (they can hardly be called boats, despite their small size) are sailed by one person, and are a Paralympic class. The competitors appear to wear the boats, rather than just sail in them, and occasionally one has to look twice to check that there is a head visible in the cockpit. You cannot help admire the skipper who sail these tiny craft in the sometimes crowded and choppy waters of Sydney Harbour.

With the accumulated experience of the last few years of international regattas on the harbour, and improved communications between shipping, ferries and charter vessels and the race management teams, the regatta went very well with few hitches. There was one unfortunate incident when a ferry removed two marks on one course area, and another when the Manly ferry *Freshwater* broke down, but luckily she was able to anchor outside the western channel and outside active course areas.

There was one unexpected bit of excitement on the first day on Course Area B when David Willis, in Mark Boat 1, suddenly noticed that *Bounty* was bearing down on Mark 1, as if to round it, and directly for his boat. Despite enthusiastic gesticulation, avoiding action was necessary, and furthermore *Bounty* sailed away trailing the rounding mark some distance astern. This was bad enough, but at that moment some forty La-

The remarkable 2,4mR boats at the start. Where is the crew?



sers were sailing up towards the mark, and no Flag M could be found on board the mark boat. Some quick work at the start end of the course and a mercy dash by another boat got a flag to David Willis in the nick of time, but not early enough to prevent a number of protests and subsequent redress for some competitors. The mark was recovered from *Bounty* near Fort Denison, but the anchor, chain and twenty metres of line have not been seen again.

Despite these incidents the cooperation between the race management teams and the commercial shipping of the Port was excellent, and demonstrated what can be achieved with communications and goodwill. Unfortunately, on the last day this good record was spoilt in Course Area B, not by any commercial vessel, but by some competitors in the Wednesday afternoon race conducted by one large Sydney yacht club. Approaching Clarke Island from Nielson Park in a fresh north easterly, some of the boats elected to sail straight through a start of the 470s, less than one minute from the start signal, with forty-two boats lined up on starboard tack. One of the offenders was a well-known large yacht with its sponsor's name displayed in big letters on the main-sail and hull for all the world to see. This inconsiderate behavior was hardly a good advertisement in front of so many overseas competitors in an important regatta.

With the completion of the Soling regatta in Sydney before Christmas, the Tornado World Championship and 470 Nationals in January, the major regattas to be conducted in Sydney before the Olympics are now complete. Full attention can now be directed to ensuring that the big events in September and October are the best ever. Then our lives can all get back to normal.

470 action at Mark 4 in perfect conditions.





BATAVIA ARRIVES IN SYDNEY

JANUARY 00

It was fine and sunny on Sunday 5 December when the 59 metre replica VOC armed merchant ship *Batavia* officially arrived in Sydney. She had actually arrived the previous week in the dock ship *Condock V*, and had been undocked and re-rigged at Garden Island.

On 5 December she was towed by three tugs from Garden Island to the Sea Buoy and back to her regular berth in Darling Harbour escorted by a large flotilla of boats, large and small. Her guns were fired in salute off Fort Denison and again under the Harbour Bridge in one of those maritime events that are so successful in Sydney. The large crowd of boats certainly justified the cancellation of the planned SASC Sunday races for the day.

Batavia will be open for inspection on most days at the Australian National Maritime Museum until January 2001. Whilst she is a reconstruction rather than a replica (for we cannot be sure of the details of the original) she is a remarkable ship. Without her complement of over 300 seventeenth century people with their goods, chattels and animals the new *Batavia* lacks the atmosphere (and certainly the smell) of the original ship but is not to be missed by anyone who is interested in the history of ships and the maritime history of Australia.

The Australian National Maritime Museum in Darling Harbour is open from 0930 to 1700 daily. A visit to *Batavia* is highly recommended.

Opposite: *Batavia* at the National Maritime Museum in Darling Harbour.

Below: *Batavia* at South Head.





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Renewal Date: _____

It always happens over the holidays – and this year was no exception. This time it was the pontoon, for just as the holiday period began the hinges joining the pontoon sections progressively failed, so that by New Years Eve there was only one of the four hinges holding the whole structure together. The weather was not helping either, with a fresh to strong southerly and the resulting chop adding to the strain.

The Commodore has referred to the emergency repairs carried out on the holidays in this month's *Signals*. On Saturday 15 January a team of volunteers responded with steel, bolts and welding equipment to make more permanent repairs, which were well completed that day.

We are very fortunate that we have members who not only have the necessary skills but are prepared to donate their time to carry out work like this. It is efforts like this that help enormously to provide the facilities and amenities that we all enjoy at a considerable cost saving to members. To all those involved – thank you.

URGENT FINAL BOATSHED NOTICE

Members are advised that Sunday 12 February 2000 is the deadline for removing excess gear and equipment that is now occupying space in the SASC Boatshed.

After that date, a team of volunteers will remove any equipment not labeled or stored correctly within lockers. This includes spars and poles stored under the roof, outboard motors and gear in dinghies, other than covers, awnings or sails.

If you want it, label it. If it should be taken home, please take it.

CAPTAIN SLOCUM TROPHY RACE

In keeping with the experience of the summer Sundays of 1999/2000, the weather on Sunday 19 December had its usual share of surprises. With a forecast of south to south easterlies of ten to fifteen knots, freshening later, the dark and ominous clouds gathering to the south in late morning heralded something more interesting. Sure enough, heavy rain in Mosman Bay came with a fresh southerly wind that rapidly freshened to 15 to 25 knots. Perhaps it was this unattractive weather combined with the closeness of Christmas that kept so many competitors away. That was a pity because those who started had some great sailing, if a little wet at times.

Only five boats started in the re-sailed Captain Slocum Race (abandoned when the wind died on 24 October), but the finish was very close between *Sylvia* (Ian Macdiarmid) and *Tangalooma* (Dick Notley). *Tangalooma* drew ahead just before the finish to get the gun, also winning the race on handicap, and the Captain Slocum Trophy.

Tangalooma is a replica of an 18-footer designed and built in Brisbane in 1930 by Colin Clark. The original *Tangalooma* won the Australian Championship in 1932. The replica was built several years ago by Reg Barrington and Len Heffernan. Reg Barrington also built the replica *The Scot*, based on a pre-World War I 18-footer. Both boats visited the UK in the past year to mark the 100th anniversary of a visit by Mark Foy to challenge the Medway Yacht Club. The new competition was won by the English sailors (with the benefit of local knowledge, we are told), and the Medway sailors will be coming to Australia next Easter for a re-match.

Another three replicas of classic 18-footers are in the pipeline, and soon we should see *Aberdare*, *Australia*, and *Top Weight* sailing with *Tangalooma* and *The Scot* on Sydney Harbour.

WEATHER FORECASTS

The Sydney Coastal and Closed Waters weather forecasts and weather reports are available from the Waterways Boating Information Service on:

13 12 36

Then press 3, then 1 for the Sydney forecasts and reports.

This will not work on Seaphone.

Or follow the link to the Bureau of Meteorology at www.sasc.com.au



Tangalooma (left) and *Sylvia* shortly after the start of the Captain Slocum Trophy race on Sunday 19 December (above)

Some of the competitors in the Heavy Division race on 19 December 1999 (below)



HMAS *MANOORA* RETURNS

On the afternoon of 14 December a strange grey ship arrived in Sydney and berthed at Garden Island. Looking a little like a collection of misshapen shoe boxes, the ship was the RAN's Amphibious landing ship (LPA) HMAS *Manoora*. One of two LSTs bought from the United States in 1994, *Manoora* has spent the last four years in the hands of Forgacs in Newcastle undergoing conversion for RAN service. Her sistership *Kanimbla* is still there, and will return to service around the middle of the year. Together they will provide the RAN with the capability to deploy a light battalion group with its vehicles and equipment.

The conversion has included the removal of the original bow 'horns' and bow doors to provide a flight deck forward, with a 70 tonne crane to handle landing craft. The stern has been extended and modified to fit two flight deck landing spots aft, and a new hangar built to house four Blackhawk or three Sea King helicopters (or one Chinook). Bilge keels have been fitted to reduce rolling and the accommodation extensively modernised. Other changes include an extra diesel alternator, chart rooms and command and control facilities including extensive communications, involving some 43 antennas on the upper deck.

A 32 bed hospital has been installed, with two operating tables with recovery facilities and a six bed intensive care ward.

Ship systems have been upgraded, including replacing all original steam driven systems with electric systems for water making, cooking and internal heating. A biological sewage treatment system has also been installed.

Manoora is propelled by six Alco 16-251 diesels driving two shafts with variable pitch propellers for a maximum speed of 22 knots. She can carry up to seven helicopters and an embarked force of 450 (including medical personnel, flight crew and maintainers and LCM8 crews). She has a mixed crew of 178 RAN plus 18 ship's Army detachment.

These two ships are designed for contingencies like the INTERFET operation in East Timor for which they will be ideally equipped. *Manoora* will be operating out of Sydney for trials over the next six months or so.

HMAS *Manoora* arriving in Sydney on 14 December 1999.





Some people can be unkind to fishermen, as the digital mischief in the last edition of *SASC News* proved. This is the real fish that Randal Wilson caught at Lord Howe Island, and his pride is understandable. [Mind you, the editor knows some people who would have been quite pleased to have caught the small one!]

Visit

The Sydney Amateur Sailing Club

on the World Wide Web

www.sasc.com.au

Sailing Programmes, Photographs

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and

RACE RESULTS

Saturday and Sunday race results are usually posted on the site by
Monday evening

Email (Faye Buckley): office@sasc.com.au

CRACKDOWN ON NAVIGATION LIGHTS

The Waterways Authority has announced a State-wide compliance campaign on night safety.

The night safety campaign will include on-the-spot checks for navigation lights and safety equipment, such as personal flotation devices.

COMING EVENTS (Contd.)

SATURDAY 11 MARCH 2000

Nineteenth point score race for Cavalier 28 Division, twentieth point score race for Division 2 and Traditional Division and seventh point score race for Division 7.

SUNDAY 12 MARCH 2000

Daydream Shield

SATURDAY 18 MARCH 2000

Twentieth point score race for Cavalier 28 Division and twenty first point score race for Division 2 and Traditional Division. Fourth race in the Logan Cup series.

SUNDAY 19 MARCH 2000

Twelfth point score race for Metre, Heavy and Light Performance Divisions. Cavalier 28 Championships.

SATURDAY 25 MARCH 2000

Twenty first point score race for Cavalier 28 Division and twenty second point score race for Division 2 and Traditional Divisions.

SUNDAY 26 MARCH 2000

Cavalier 28 Championships.



TUESDAY TWILIGHT RACING

The popular Tuesday twilight racing series starts on

Tuesday 1 February 2000

If you have not yet entered, it is not too late.

Telephone Maggie Stewart on 9953 6597 (Monday or Friday)

Contributions from members for the SASC News are very welcome. The deadline for material for the April edition is Wednesday 16 March 2000.

Contributions can be provided in almost any word processor format on disk, by email (news@sasc.com.au) or as clean hard copy. The editor is particularly pleased to advise that the Commodore now provides his contribution by email.

Y2K BUG STRIKES US NAVY

Luckily, it was not a mission-critical application, but there it was! Your editor, trying not to doze off on the afternoon of New Year's Day (shortly after midnight Washington time), decided to visit the US Navy's web site, to look for photos of ships, as he often does.

Under New Year's greetings the date on the official web site of the US Navy was shown as "January 1, 19100".

Apparently this was a common problem on many web sites (including, it is rumoured the official US Government Y2K site) easily fixed with a simple coding change.

No doubt all the US Navy effort went into more important systems.

Gotcha!



FOR SALE

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Contact Faye Buckley

9953 1433

THE AMATEURS

The Board and Members of the Sydney Amateur Sailing Club would like to express their sincere appreciation to the following for their interest and generous support in the maintenance and running of the Club's training vessel, the Adams 10 - *The Amateurs*.

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The view from Doyle's in Watsons Bay has changed somewhat in the almost half-century since the above photograph was taken. For many years after World War II the RAN moored ships of the Reserve Fleet at the Watsons Bay wharf, and this photo shows two minesweepers alongside HMAS *Platypus*, headquarters ship for the Reserve Fleet in 1955. In the right background is another familiar sight in Watsons Bay, the pilot steamer *Captain Cook*. Shown in the lower photograph in February 1959, this elegant ship was built by Morts Dock in Sydney in 1936 and served until the 1960s. Unfortunately she escaped preservation as she would surely have been a popular museum ship around Sydney today.





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