



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 1998

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Cover:

Vagrant (Sean Langman) approaching the finish in the Ranger World Championships.

CONTENTS

Coming Events	3
Signals from the Commodore	4
Ranger World Championships	5
The Lord Howe Island race	8
Sydney Harbour Regatta 1998	9
Special Events this December and January	12
General News	13-15, 19-21
Club Environmental Policy	16
From The Archives	17
Book Review	23

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SATURDAY 5 DECEMBER 1998

Tenth Point Score Race for Cavalier 28, No. 2 and Traditional Divisions.

SATURDAY 12 DECEMBER 1998

Eleventh Point Score Race for Cavalier 28, No. 2 and Traditional Divisions, and fourth Point Score Race for Division 7.

SUNDAY 13 DECEMBER 1998

Seventh Point Score Race for Metre Division, and fifth Point Score Race for combined Heavy and Light Divisions.

FRIDAY 18 DECEMBER 1998

Last Twilight Race for 1998.

SATURDAY 19 DECEMBER 1998

Idle Hour Race.

FRIDAY 22 JANUARY 1999

First Twilight Race for 1999.

SATURDAY 23 JANUARY 1999

Twelfth Point Score Race for No. 2 and Traditional Divisions.

SUNDAY 24 JANUARY 1999

Eighth Point Score race for Metre Division, and sixth Point Score Race for combined Heavy and Light Divisions.

TUESDAY 26 JANUARY 1999

Australia Day Regatta.

SATURDAY 30 JANUARY 1999

Twelfth Point Score Race for Cavalier 28 Division, thirteenth Point Score Race for No. 2 and Traditional Divisions and fifth Point Score Race for Division 7.

SUNDAY 31 JANUARY 1999

Cavalier 28 Championships.

**NEED THE
TENDER?**

***Call Robbie
on
0418 678 690***

Friday 1700-2100
Sat: 0900-1800
Sun: 0900-1700





Commodore Tony
Clarkson

During the last two months two incidents have occurred which reminded me why the Amateurs is so special.

The first was the refloating of the pontoon. This project was approved by the board some six months ago. John Jeremy was commissioned to design and specify a 'contraption' to do the job. The only major cost to the club was the building of John's tank. Upon arrival, an army of volunteers was quickly assembled. The underwater work was ably carried out by young Jim Lawler. Needless to say, John Jeremy was so confident his tank would work he did not feel the need to witness its inflation.¹ After a lot of hard work by all involved and the use of every block and tackle to be found the tank was secured. There was a tremendous sigh of relief when the air was pumped in and the pontoon floated to the correct level.

The second incident occurred on Sunday 1 November. The day was overcast and the forecast was for wind speeds of 30 to 50 knots. The Club was scheduled to hold the "Ranger World Championships" as well as the Metre, Veteran, and Heavy divisions. All other yacht clubs had cancelled their racing for the day, however the Amateurs decided to continue with their programme as there were some twenty boats willing to race.

Whilst conducting races in 40 knots of wind is not without its difficulties, a successful series of races were conducted and there were only two 'mast' casualties. That day certainly set the Amateurs apart from all other yacht clubs.

On another note, it has been suggested that some Amateur members may like to celebrate the New Year on their boats at Port Stephens. This seems a good idea so if any members are interested in participating in such a cruise, please contact me and I will endeavour to co-ordinate the event.

Twilight racing commenced on the 30 October with a good fleet of boats. Approximately 150 people returned to the club for a most enjoyable barbeque. The new arrangement of three divisions worked extremely well, with nearly all yachts from all divisions finishing close together. May I suggest that members 'bone up' on shortened courses as the starters are prepared to shorten courses to allow all boats to finish within the time limit.

Finally, I would like to wish everyone a very Happy Christmas and a rewarding New Year.

¹ [It was the first day of the Sydney Harbour Regatta. I was there in spirit (Ed.)]



On Sunday 1 November 1998, The Sydney Amateur Sailing Club hosted the Ranger Worlds. This is the second time the Club has been so honoured. In 1997 the Club ran the Ranger Inter-Galactics, an event that had Sydney's waterfront rumour mill a-buzz, in a way not been seen since Dennis was swamped by John, in Ben's winged wonder ten years ago.

The SASC is well qualified to run the Ranger Worlds. It is the only club in Sydney that has all the Rangers (8 in total) and is also the only club in Sydney that has Bill Gale! Bill is a tiresome supporter of gaff rigs and Ranger types in particular. As background for those who do not own a Ranger, one of the biggest drawbacks is that Bill Gale phones all Ranger owners at least twice a week. Once to tell you what you did wrong in last Saturday's race and once to make sure that you will be attending the race next Saturday.

So to Bill's great credit, Sunday 1 November saw the biggest gathering of Rangers ever seen at one location for many years. A number of the boats had guest skippers for the day. *Ranger*, Mark Bethwaite, *Vagrant*, Sean Langman, *Valiant*, John Diacopoulos, *Etrenne*, Rod Mitchell, *Kilkie*, Alick Osborne, *Cherub*, John Westacott, *Careel*, Phillip Kinsella, and *Retreat*, Peter Pangas. In the distance Peter McCallum's *Mathana*, watched over the fleet. Sunday also saw overcast weather with a south-east wind that was expected to reach 25 knots.

By 11am solid white caps were seen off Robertson Point, halyards were clacking urgently against masts and crews were muttering about putting a reef in and swapping the No 2 for a No 3. This after all was a rally not a race - and we were doing it for fun? The wind increased further and started to whistle in the rigging and blow white-caps across the Club pontoon. The boats in the bay strained against their moorings. Second reefs were openly discussed and very serious consideration was given to pulling the cork on the red, firing up the BBQ and having a peaceful afternoon in the Club.

By
John Crawford

Valiant at the finish.



All the Rangers put to sea. The *Captain Amora* was plunging at her station in Athol Bight and the wind was around 30 knots plus across the deck. The Rally started in survival mode, with *Ranger*, *Vagrant*, *Etrenne* and *Retreat*, leading *Valiant*, *Kilkie*, *Cherub* and *Careel* toward the first mark at Garden Island. *Vagrant* rounded first about 50 metres ahead of *Valiant*, followed by *Etrenne*. The run to Beashel Buoy was exciting. Rangers are not noted for their hydrodynamic efficiency and on board *Valiant* I can report that the bow wave was above the raised deck and there was absolutely no chance of her going any faster. Hull speed is probably reached in 25 knots downwind and after you reach hull speed in a Ranger the only thing to look forward to is the possible collapse of the rig. The wind had by now climbed to 35 knots with white horses being whipped into foam stripes across the harbour.

Behind us (*Valiant*) the fleet was in various stages of disrepair. *Ranger* had a runner block disintegrate, with the consequential removal of the mast from the boat. *Retreat's* mast broke a metre above the deck. The crew sensibly removed the offending bits, tied them to the boat, opened the beer and proceeded to watch the fleet as a motor boat. *Cherub* retired, having discovered nearly as much water inside as outside and *Kilkie* and *Careel*, under crewed from the start decided that good seamanship decreed a strategic return to their moorings.

Vagrant, *Valiant* and *Etrenne* completed the course. The wind increased to a reported 42 knots. The three yachts that finished impressed immensely with their ability to carry sail and yet remain relatively comfortable in spite of the conditions. *Valiant* broke her jib halyard on the last work but an impressive acrobatic feat on the end of a see-sawing bowsprit by Dermer Bennett saw the jib reinstated within a minute thereby denying *Etrenne* second spot. For the record *Vagrant*, (Sean Langman) was followed by *Valiant*, (John Crawford) and *Etrenne*, (Rod Mitchell and Cathy Hale) followed by (should we say it?) Heavy Division boats!

The Ranger Worlds was a great rally. Thanks go to Bill Gale for getting all the owners to participate, and we look forward to next year. Thanks also to our officials who looked after the fleet.

Etrenne - the third survivor.



SEASON'S GREETINGS

THE COMMODORE, FLAG OFFICERS AND DIRECTORS EXTEND THEIR BEST WISHES TO ALL MEMBERS FOR A HAPPY CHRISTMAS SEASON, AND GOOD SAILING FOR 1999.

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

SEASONS GREETINGS FROM FAYE, MAGGIE AND DENISE (*ADMIN AND RACING*), RODNEY (*BOATSHED*), JAMES (*CLUBHOUSE*), LEANNE (*BAR*) AND ROBBIE (*TENDER DRIVER*)



THE LORD HOWE ISLAND RACE

By
John Crawford

The SASC was represented in the Fujitsu Gosford to Lord Howe Island Yachting Classic by *Polaris* (John Quinn), *Anitra V* (Phillip Brown) and *Sorine* (Ben Adamson). Your scribe, gave up *Valiant* for this event to crew with Nigel Stoke aboard *Fidelis*.

Starting off Barrenjoey Light, 24 yachts got away in an 8-10 knot nor-easter, which naturally was blowing directly from Lord Howe. Two hours after the start *Team Jaguar* was hull down on the horizon and that was the last we saw of her. Conditions remained much the same for the whole race, with the wind moving a little to the north, which enabled most yachts to spring their sheets (just) for the second day and night. We tacked twice, once at the start and once at the finish.

Fidelis arrived at a mist shrouded Lord Howe at 6.30am on the Tuesday morning, some 20 minutes behind *Polaris* who was tooling around waiting for Clive Wilson to come out and show the way to the moorings in the lagoon. It was cool and damp and the trip had been lumpy and damp.

Our arrival at Lord Howe heralded a change in wind direction to the south east and a change in strength to upwards of 30 knots. Twenty four hours after our arrival *Fidelis* was on her way out of the lagoon into the teeth of an impending gale, because of concern about the exposed moorings in the prevailing and predicted conditions.

Prior to leaving however, I had a brief tour of Lord Howe, a swim at Ned's Beach, and a lunch and dinner at Pinetrees. A totally unexpected and frightening encounter was meeting Charles Maclurcan, on a bicycle, en-route to the Bowling Club, complete with an unopened Bundaberg Rum in the carry basket! Charles and Kate upheld, and I understand, enhanced the Amateurs reputation for having a good time. Yours truly was by this time half way back to Sydney. The yachts that left later in the week had a rough trip back as the south-east gale stayed for several days, building up some very impressive waves.

For the record, on PHS, *Polaris* finished 4th, *Anitra V* 5th and *Fidelis* 6th. *Sorine* retired. To her credit, *Polaris* recorded a creditable 2nd place on IMS.

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.

The first test event to be conducted in preparation for the Sydney Olympic Games in 2000 was conducted on Sydney Harbour between 19 and 27 September. The Sydney Harbour Regatta for Olympic classes was the largest regatta ever held in Sydney. Entries in the international event came from 34 countries with many of the Atlanta medallists competing. It involved 250 boats and some 350 athletes sailing ten events for eight classes.

The aim of the regatta was to test the Olympic sailing site, the racing schedule, harbour management and communications, and the Olympic Sailing Base in Rushcutters Bay. It was a useful opportunity for the 530 staff and volunteers to work together for the first time.

There were several SASC members amongst the volunteers. Past Commodores David Willis and John Jeremy, and Honorary Secretary Charles Maclurcan were part of the team of 27 volunteers assembled by the Royal Sydney Yacht Squadron to conduct racing in that part of the Harbour known as Course Area B, in the general vicinity of Bradleys Head. Volunteers were introduced to the base during the briefing sessions held over the weekends preceding the regatta. They were taught how to point without giving offence, and to stand without looking aggressive. The competition style site introduction was not appreciated by all but served its purpose to help people know the way about and start to bond as a team. Whilst the base is quite small, it worked well

Race management boats securing at the Olympic Sailing Base in Rushcutters Bay after a days racing on Sydney Harbour.



during the regatta with an excellent spirit developing amongst staff, competitors and volunteers. Even birthdays were celebrated in the Course Area B team, with Charles Maclurcan responsible for a suitably tasteless birthday present.

SOCOG provided most of the boats for use during the regatta, although the RSYS starter's boats *Gitana* and *Era* were used as start boat and finish boat in Area B. *Gitana* was ideal as a start boat. The race officers had room to have panic attacks on the fly bridge while the real workers made it all happen in the cockpit.

SOCOG is spending some \$11.5 million creating a world class sailing venue in Rushcutters Bay. Whilst little will remain after the Olympics as a yachting legacy, the experience in the conduct of international sailing to Olympic standard that will be gained by the many race management team volunteers from the Sydney yacht clubs will be of lasting benefit. During the regatta the volunteers were supplemented by some experienced race officers from interstate and New Zealand, and they were observed and supported by a number of senior ISAF officials.

There were six race areas spread from the Opera House to two areas at sea off Sydney Heads, and classes were rotated between these areas as appropriate to provide experience in the varying conditions and to provide challenge for the competitors. Harbour traffic and ferries were strictly controlled during the events and despite the unfortunate grounding of the ferry *Narrabeen* the procedures worked well and proved that the conduct of a world class event of this type is possible in Sydney.

The start boat crew in *Gitana* - (left to right) David Flakelar (Flags), Michel Barbier (ISAF), Charles Maclurcan (Deputy Race Officer), David Reid (Gunner/Recorder) John Jeremy(Timer), and Ross Wilson (Principal Race Officer).





David Willis
(centre) with the
crew of Mark Boat
1. (Left)

The success of the regatta endorsed the selection of Sydney Harbour as the Olympic sailing venue and proved yet again that, regardless of local conditions, the best sailors win events. The weather was kind, but sufficiently varied to test the sailors and the site in light and heavy conditions.

Overall, competitors from 15 of the 34 competing nations went home with medals. Australians Chris Nicholson and Ed Smyth won the gold medal in the 49ers, the new Olympic class, with the silver and bronze going to Americans. Darren Bundock and John Forbes won the gold medal for Australia in the Tornados. Australia also won the silver in the Tornado class, silver in the mens' Mistral sailboards, Europe Dinghies for women, and bronze medals in the Mistral sailboards for women and the Lasers. There will be another test regatta in Sydney in September 1999 when the Star class will also participate. It will be the final major rehearsal for the main event the following year. In 2001, we can get used to sailing on Saturdays in September again.

Mistral sailboards
powering away
from the start on
the first day.
(Below)



This year the annual Idle Hour picnic race to Store Beach is being held on 19 December, the last Saturday before Christmas. Refreshments will be available on the beach after the race with the usual prizegiving.

All yachts entered in a SASC racing series for 1998/99 are already entered in the race at no extra entry fee. However, to help the starters and with provisions for the beach please tell Maggie Stewart (9953 6597 on Mondays and Fridays) of your intention to take part in the race no later than Friday 11 December 1998. If you have not entered a series, but would like to enter the race an entry form accompanied by a Category 7 Safety Certificate must be sent to Maggie by that date. An entry fee of \$15.00 will apply.

TWILIGHTS

The Friday Twilights have got off to a good start - and welcome to Leanne Norden who is now looking after the bar on Friday evenings.

Don't forget that entries and table bookings close at 1200 SHARP each Friday.

NEW YEAR'S EVE 1998

Sydney New Years Eve '98 Celebrations will focus even more attention on the harbour and its waterways with the introduction of a Harbour Lights competition. Harbour Lights is part of a community drive to involve the thousands of boats and vessels which turn out to view the New Years Eve fireworks, and encourage them to decorate their vessels in light. A panel of VIP judges will cruise the harbour to select a winning boat. The winning vessel will receive a grand prize, yet to be announced. Details will appear in The Daily Telegraph. The Harbour Lights Event will be the first of its kind in Australia and it will be a colourful addition to the New Year festivities.

AUSTRALIA DAY 1999

The Australia Day Regatta will again be a feature of the Australia Day celebrations on Sydney Harbour next January. This will be the 163rd time the event has been conducted – it is the world's oldest continuous regatta. The regatta (which will be conducted on the Harbour by the RSYS) will continue the Family Rally Race format introduced two years ago. Start and finish lines will be in the vicinity of the Flagship HMAS *Melbourne*, moored just east of Garden Island. There will be divisions for all types of yachts including gaffers and veteran timber yachts.

Other events planned for the day include the Harris Coffee Tall Ships Parade and Race (1145 – 1330), an Historic Fleet Parade (1145 – 1400) and the BBC hardware Flags Afloat parade (starting at 1830). There will be an Army 21 gun salute at midday, a fly past by three RAAF F/A 18s and an aerial display by *The Roulettes*, the RAAF aerobatics team.

Entry forms will be available in the Clubhouse and members are encouraged to enter this event to participate in and enjoy the spectacle on the day.

It seems like only yesterday [*well, it does to me! (Ed.)*] that the RAN commissioned the first of the twenty Attack class patrol boats that have been a familiar sight around the Australian coast for the last thirty years. On 5 November the last of these 33 metre ships still in RAN service left Sydney for a new home in Darwin.

HMAS *Ardent* was commissioned on 26 October 1968 as a patrol boat and after years of hard work paid off in January 1994. But there was still work ahead for the little ship and since July 1994 she has operated out of her base at HMAS *Waterhen* providing practical training for navy navigators. With the contracting out of this job, her duties have come to an end and *Ardent* has been acquired by the Darwin City Council. She will be taken from the water and put ashore as a memorial.

Ardent's role will be taken over by the new 31.5 metre navigational training vessel *Seahorse Mercator* that was recently launched by Tenix Shipbuilding in Western Australia for the contractors Defence Maritime Services. The new ship, which is based on the design of the 23 Pacific patrol boats given by Australia to South Pacific nations, will also be based in Sydney.

HMAS *Ardent* leaving Sydney for the last time on 5 November.



OFFICE AND BOATSHED HOURS DURING CHRISTMAS NEW YEAR HOLIDAYS

The Office and the Boatshed will close on Thursday 24 December 1998 and reopen on Monday 11 January 1999.



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Vessel Name: _____

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Renewal Date: _____

The Yachting Association of NSW has recently launched the 1998/99 Yearbook. It contains information on YA activities and membership benefits and contact details of Affiliated Clubs. Amongst the other useful information the book includes the YA and SASC Sail Number Registers. The Yearbook is available from the YA office (Phone 9660 1266) and costs \$10.00

HOLIDAY REPAIRS AND REFITS

Members interested in using the slipways over the holiday period can take advantage of reduced slipping rates. Contact Vice Commodore Rob Evans or Rod at the Club for bookings.

Members planning to tackle that major refit over the holidays are reminded that the pontoon must not be used for this purpose and yachts should be secured to the piles off the main wharf. The pontoon is only to be used for short periods and it would be help if members adopt the mooring arrangements shown on the plans displayed in the Boatshed and the Clubhouse. The dinghy launching area must not be obstructed by yachts or their mooring lines at any time.

THE VIEW FROM THE STARTERS BOAT

Charisma (A94) and Harlequin (A84) approaching the finish during the Sunday Series race on 18 October.



Earlier this year the Board adopted an Environmental Policy to help the Club and its Members meet their obligations to the community by ensuring that all Club activities have a minimum impact on the environment. The Policy Statement is supported by a statement of work practices. The complete Policy and Work Practices are displayed in the Boatshed, and the Policy Statement is reproduced below:

SYDNEY AMATEUR SAILING CLUB ENVIRONMENTAL POLICY

MISSION STATEMENT

The Sydney Amateur Sailing Club is committed to ensuring that the activities of the Club and its Members are conducted in such manner that they will have a minimal effect on the environment.

OBJECTIVES

Slipway

1. To minimise wastes from the slipway operations entering the waters of Mosman Bay by capture and containment in conjunction with sound work practices.
2. To ensure that waste materials are recycled and disposed of in accordance with documented work practices.
3. To inform all users of the slipway facilities of their environmental responsibilities and the work practices they are required to follow.

Clubhouse

1. To ensure that waste is stored in a tidy manner and is unable to be blown into the bay or surrounding area.
2. To have non-slipway refuse separated to allow maximum recycling of bottles, cans paper etc.
3. To ensure Club activities are conducted in such a manner as to minimise their impact on our neighbours.
4. To maintain the Clubhouse premises and facilities in a way that does not detract from the ambience of the area.

Moored Vessels

1. To provide and promote the use of pump-out facilities for control of wastes coming from vessels.
2. To require members when removing pollutants from their vessels to take them to an appropriate waste station.
3. To encourage members when using their vessels not to pollute the waters of Sydney Harbour.
4. To encourage Members, when removing refuse from their vessels, to sort it to allow for the maximum recycling of the material.



This year Sydney is celebrating the twenty-fifth anniversary of the opening of the Sydney Opera House. The day the Queen opened the building that is now such a Sydney icon was fine and sunny, but with a fresh and gusty westerly wind. This did not deter the many people who went out in their boats to enjoy the kind of spectacle that only Sydney can put on, during the afternoon opening ceremony and the fireworks that followed in the evening. Those who were there will remember the colour – and the wind. But how many will remember the ferry *Kanangra* drifting sideways through the anchored boats and the hasty weighing and fending-off that followed? The owner of the boat in the photograph surely does. Hopefully he saved his bowsprit!

The opening of the Opera House - and some fast fending-off (below).

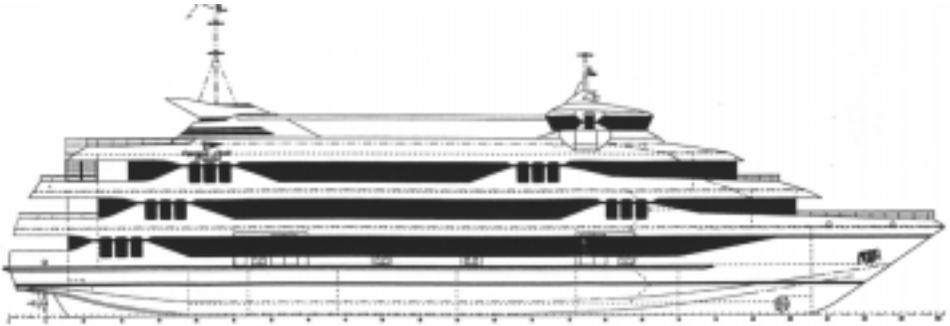


SYDNEY 2000

Members will probably have seen the new cruise vessel that recently started work on Sydney Harbour.

Sydney 2000 was designed in Sydney by Burness Corlett for Captain Cook Cruises and built in Western Australia by Oceanfast. The 63 metre restaurant style cruise ship is built of steel and has provision for 600 seated guests and a crew of fifty. It has a beam of 12 metres and a draught of 2.05 metres and is propelled by two Gardner LG400 diesel engines with an output of 400 BHP at 1650 rpm each. They drive two Schottel-Rudderpropeller propulsion units fitted with nozzles giving the ship a service speed of nine knots. Another Gardner LG400 drives a bow thruster and two 275 kVA alternators provide electric power. There are three restaurant decks served by a main galley in the hull.

Sydney 2000

**MEMORIES OF A PAST CHRISTMAS**

Who is this young man sitting on Santa's knee?

As a clue, he was overheard asking for some thing for a wooden boat.



Members visiting Store Beach will notice construction works on Little Manly Point. These are temporary facilities for the construction of the Northside Storage tunnel, which is being built by consortium of private sector companies for Sydney Water. The tunnel, which will stretch from Lane Cove to North Head, is intended to capture wet weather sewage overflows to prevent significant amounts of raw sewage entering Sydney Harbour.

Material excavated from the tunnel will be loaded onto barges (including from Little Manly Point) for transport to White Bay, from where it will be removed by trucks. The self propelled split-hull hopper barge *WH Discovery* will be a frequent sight on journeys from North Harbour to White Bay.

Construction at Little Manly Point.



NEWSLETTER DEADLINE

Contributions from members for the SASC News are very welcome. The deadline for material for the February edition is Wednesday 13 January 1999.

*Dear John,
I thought you might like this 3,000 word article about our Christmas cruise to the Gold Coast for the next SASC News.....*

RADIO LICENCE CHANGES

As a result of the finalisation to the Global Maritime Distress and Safety System (GMDSS) there will be changes to the Small Vessel Radio Operator Qualifications commencing 1 February 1999.

A new qualification in the form of an endorsement to an operator certificate will be introduced for personnel on vessels that, although not compulsorily equipped under international requirements, carry an Inmarsat satellite terminal.

In summary the main changes are:

1. The Marine Radio Operators Certificate of Proficiency (RROCP) and the Marine Radio Operators VHF Certificate of Proficiency (MROVP) will be introduced on 1 February 1999.
2. Issue of the current Restricted Radiotelephone Operators Certificate of Proficiency (RROCP) will cease on 31 January 1999. However, holders of the RROCP, and the earlier 3rd Class Commercial Operators Certificate of Proficiency, will remain qualified to operate MF, HF and VHF marine equipment, including that with digital selective calling (DSC) facilities; and
3. An Inmarsat satellite equipment certificate endorsement will be introduced on 1 February 1999 for holders of a MROCP, a MROVCP or a RROCP.

Further information can be obtained from the Australian Communications Authority (02) 9245 4000.

SOUTH AUSTRALIAN WOODEN BOAT FESTIVAL GOOLWA 1999

The seventh South Australian Wooden Boat Festival will be held at Goolwa, SA on 12, 13 and 14 March 1999.

The festival brings together a great display of old river boats, smaller sail and power vessels, with races, stalls and short sojourns on the river by paddle steamer. Races will include Vintage Wooden yachts, Restricted 21s and Jubilees.

During the week before the boating the Festival will include a Maritime Photographic & Art Exhibition and a Maritime Artifact and Craft Exhibition.

Charles Irwin (phone 08 8555 3626, charlesirwin@msn.com) would be happy to provide further information.



Australia's first submarines, the 600 ton, 55.16 metre long *AE1* and *AE2* were built by Vickers in England in 1913. In April 1915 *AE2* was ordered to penetrate the Dardanelles in order to disrupt enemy shipping in the Sea of Marmora. *AE2* was successful but on 30 April was engaged by a Turkish patrol boat. After taking damage in a short engagement *AE2* was scuttled. In recent years there have been several attempts to locate the wreck, and in June this year the submarine was finally found lying in 72 metres of water. It was extensively explored by Australian divers during October.

Meanwhile, Dr. Robert Ballard, the discoverer of the wreck of the *Titanic* and other famous shipwrecks, including the cruiser HMAS *Canberra*, has been busy again in the Pacific. Leading a team sponsored by the National Geographic Society, last May he located the wreck of the aircraft carrier USS *Yorktown*, lost in the Battle of Midway in June 1942. The ship was badly damaged by dive-bombers and later torpedoed and sunk by a Japanese submarine in 5,075 metres (16,650 feet) of water. The expedition in the US Navy deep submergence support ship *Laney Chouest* used the University of Hawaii's MR1 sonar and the US Navy's Advanced Tethered Vehicle (ATV) to search for the Midway wrecks. The sonar is housed in a 5m long 'towfish', which weighs over 1.5 tonnes in air. It is towed behind the search ship at a depth of 100 metres. The *Yorktown* (the only ship located) was found after 18 days of searching. Dr. Ballard described the wreck as the best preserved of those he has seen so far on the ocean floor. It is also the deepest. He said that the *Yorktown* was completely free of biological growth.

Perhaps there is hope yet for those of us who lose our glasses over the side when sailing.

Are you looking for the ideal Christmas present for someone who can't understand why you spend so much time on the boat? Why not give them a copy of

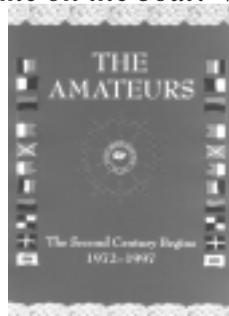
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THE AMATEURS

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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BY JOHN JEREMY

UNSW PRESS, RRP \$49.95

By

Vic Dibben

This book, written by our Director and Past Commodore and recently launched very successfully by Rear Admiral Peter Sinclair AC AO, is one that should be read by everyone interested in the development of Sydney and the accomplishments of one of its major industries.

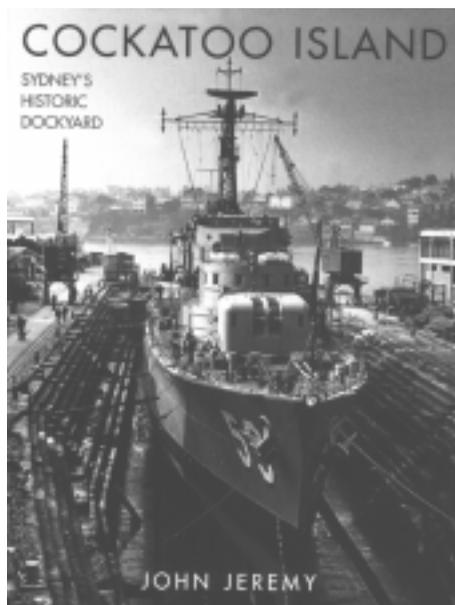
Members will find this book was not written after hasty research to meet a publisher's deadline, but after almost a lifetime of contact with the subject. Very importantly John has not only written about the history of the Dockyard and it's activities, but he has included photographs from his collection and looking at what has been accomplished, it is most impressive.

It is a graphic description of the activities of the dockyard commencing with the docking of ships in the 1850s through to the completion of the refit of the submarine HMAS *Orion* in 1991. Cockatoo Island and the Dockyard is remarkable in the history of Australia. In the early days when Sydney was being developed, the occupation and development of Cockatoo Island was also taking place. The changes in the use of the island kept pace with the expansion and development of Sydney. Since the 1850's it had developed from a basic dockyard to include a major shipyard and engineering establishment and had assembled possibly the largest group of skilled personnel in Australia. Led by John Jeremy for its last ten years, it had a culture of quality, which I believe could not be surpassed.

The culture of Cockatoo Dockyard handed down through generations had a profound effect on all who worked there. Cockatoo people often graduated to ship's engineer and many became executives in other companies. Three became Commodores of the SASC.

The history of the work done there, particularly naval work, is very well set out and no doubt in the years ahead this book will be an excellent reference for anyone wanting details of the activities at Cockatoo Island Dockyard.

John Jeremy is to be congratulated on his book *Cockatoo Island: Sydney's Historic Dockyard*.





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