



SASC NEWS

The Newsletter of the Sydney Amateur Sailing Club



December 1999

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Executive Secretary	Faye Buckley

Cover:

The start of the Captain Slocum Trophy race on Sunday 24 October. Unfortunately the wind died to nothing.

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COMING EVENTS

DECEMBER 99

SATURDAY 4 DECEMBER 1999

Ninth point score race for Cavalier 28 Division, tenth point score race for No 2 Division and Traditional Division.

SUNDAY 5 DECEMBER 1999

Sixth point score race for Metre, Heavy and Light Performance Divisions, and second point score race for Gaffers Division, with the re-sail for the Captain Slocum Trophy.

SATURDAY 11 DECEMBER 1999

Tenth point score race for the Cavalier 28 Division, eleventh point score race for No 2 Division and Traditional Division and fourth point score race for Division 7.

FRIDAY 17 DECEMBER 1999

Last Twilight Race for 1999.

SATURDAY 18 DECEMBER 1999

Eleventh point score race for the Cavalier 28 Division, twelfth point score race for No 2 Division and Traditional Division, and second race for the Logan Cup.

SUNDAY 19 DECEMBER 1999

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

FRIDAY 14 JANUARY 2000

First Twilight Race for 2000.

SATURDAY 15 JANUARY 2000

RANSA Regatta.

SATURDAY 22 JANUARY 2000

Twelfth point score race for Cavalier 28 Division and thirteenth point score race for No 2 Division and Traditional Division.

SUNDAY 23 JANUARY 2000

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

WEDNESDAY 26 JANUARY 2000

Australia Day Regatta.

SATURDAY 29 JANUARY 2000

Thirteenth point score race for Cavalier 28 Division, fourteenth point score race for No 2 Division and Traditional Divisions and fifth point score race for Division 7.

**HAVE TO
GET
ASHORE?**

**Just call
Robbie on
0418 678 690**

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





Now that the referendum is now behind us I think we have a great opportunity on Australia Day 2000 to show how much we think of Australia. The Australia Day Committee would like to think that for our first national day of the new millennium, we would all unite and celebrate the best day ever.

On Sydney Harbour, the Royal Sydney Yacht Squadron will be conducting the Australia Day Regatta. Those who have competed in previous years have had an enjoyable day of racing. The starting arrangements allow competitors to choose their own starting times (within limits) and the race, I guess, is more of a rally than boat for boat racing. Because of the sponsorship from Philips they are generous with prizes. Whilst the Squadron will have nominated divisions, we at the Amateurs can nominate our own divisions and first, second and third prizes will be awarded providing there are at least 5 entrants in each division. Last year club members Nigel Berlin and Guy Irwin were among the winners. May I suggest that division representatives talk to their skippers and let's see if the Amateurs can have a good representation on that day. Race entry forms will be sent to all boats entered for our racing with their next mailing.

Philips has also sponsored the *Batavia* which will be in Sydney for the next 12 months. This replica of the 17th century vessel will be available for lunch on Australia Day to all who book early enough. A notice will appear in due course on the notice board in the clubhouse.

Whilst talking about January sailing, RANSA have issued a special invitation to SASC members to participate in their Regatta on 15 January 2000. All members are invited to enter the regatta as a casual entry in their existing divisions. They will also have two extra divisions over shortened courses, one with spinnakers and one without. They also invite us back to their club for a barbecue and berths will be available at the Olympic marina. A notice of race and entry forms will appear on our notice board in due course.

I had hoped to call a meeting of members in November to consider the proposed merger with Mosman Amateur Sailing Club. Unfortunately our Club solicitor had an accident and was not able to meet the timetable for preparing the resolutions, so the meeting is now planned for February.

All of us on the Board would like to extend our best wishes to all members and their families for the Festive Season. Good luck too those who are sailing on the high seas.

Tony Clarkson



A vintage crew set forth in *Mark Twain* this year for Lord Howe Island. Owner Hugh O'Neill, Bob Lawler, Michal Tornaszewski, Keith Radford, Randal Wilson, Peter Pangas, Reto Ambuhl and Charles Maclurcan. Other SASC (or related) boats in the event were *Polaris*, *Maris* and *She II*.

By
Charles
Maclurcan

This year the race started a week earlier and the boat sailed to Pittwater on Friday 22 October. An overnight stop at the RMYC ensured that those on board were well fed and watered. The following morning a cold south-easterly had arrived and in intermittent rain the boat motored down Pittwater to the start. Storm sails were displayed to the starter and then, under the lee of Barranjoey we set a number 4 jib and reefed mainsail.

Our start on Saturday at 1.00 pm was satisfactory, however, we were heading into choppy seas and driving rain. Elderly wet weather gear doesn't like these conditions so we were soaked through in no time. This continued for 24 hours, and at nightfall next day Sugarloaf lighthouse was still visible. We were just 42 miles off the coast. I guess the current was stronger than imagined.

From then on the situation improved. The rain stopped, the wind swung to the west and we were able to take off towards the island with a spinnaker and occasionally 9 knots on the log.

Little dramas came and went. The engine refused to suck water for cooling. The Windex broke and, working with reduced power, the instruments failed. It did not really matter as most of us were familiar with these situations. Finally the engine problem was overcome and we could work up to full racing mode again. Damn, still no instruments until you turned them on! It was one of those trips. On Tuesday morning the Island was in sight. Cleverly allowing for the 2-3 knot southerly set we aimed for the northern end of the slowly approaching landmass. Within half an hour we discovered that the set was running north. By this time the damage had been done. We watched in dismay as a boat to leeward laid the finish perfectly as we wobbled downwind in decreasing air against the set to finish many minutes later. The tide was dropping and it was a race to get into the north passage as soon as possible. Motor on, sails down,

We all know fishermen are inclined to exaggerate, but from the tales around the clubhouse, we would have expected Randal Wilson's fish to be bigger than this!



follow the other boat. Just made it. Whew! Finally it was time to relax. The sun shone, the yacht was still, the beer was cold, the rum was available. Bob Lawler had beef left for sandwiches and we had all afternoon to prepare for the delights waiting for us ashore.

Neither *Mark Twain* nor *Polaris* performed very well on this voyage but this did not hinder the gusto with which the crews celebrated their arrival. A fishing trip, a prizegiving, a fish barbeque, and hours spent at the Lagoon Store blended into three or so days of real peace and enjoyment.

Local connections were renewed with Les and Dulcie King and Michal Tomazewski with Ian Kiernan spent time working on the new museum.

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 2000.**

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

**SEASONS GREETINGS FROM FAYE AND
MAGGIE (*ADMIN AND RACING*),
ROD AND HIS TEAM
(*BOATSHED*), JAMES (*CLUB-
HOUSE*), ROBBIE (*TENDER
DRIVER*) AND THE STARTING
TEAMS.**



VISIT OF BATAVIA

DECEMBER 99

On 5 December the Australian National Maritime Museum will celebrate the arrival of the magnificent replica Dutch East Indiaman *Batavia*.

The original *Batavia* was built in Amsterdam in 1628 for the world's first limited company, the Verenigde Oostindische Compagnie (VOC), better known in the English speaking world as the Dutch East India Company. She was flagship of their fleet, and sailed on her maiden voyage on 27 October 1628 destined for the Java port in the Dutch East Indies after which she was named (now Jakarta). She had some 341 people on board and her cargo included cloth, wines, cheeses, trade goods twelve bound chests of heavy silver coin worth 250,000 guilders, a casket of jewels and building materials. She was a big ship, said to be the most magnificent ship of her time to sail to the Indies. Whilst the Spaniards built larger ships, Dutch ships had a fine reputation as strong seaworthy vessels. Built of Baltic pine, *Batavia* was twice the size of Cook's *Endeavour* or Bligh's *Bounty*. Her lightship displacement was 650 tons, 1,200 tons fully loaded. She was 56.6 metres long overall with a beam of 10.5 metres and draught of 5.1 metres. The height of the mainmast from the keel was 55 metres and she carried some 1,180 square metres of sail. *Batavia* was also armed with 24 cast iron and bronze cannon as defence against pirates, a company of soldiers and an arsenal of small arms for all the able-bodied men on board.

The new *Batavia*.
(Photo courtesy
ANMM)



Like most VOC ships of her time, she was magnificently decorated with carved scrolls and figurehead. Living conditions on board would hardly be described as comfortable, for although she was new the crowded ship would soon have been filthy and wet, with poor fresh water, salted meat in unattractive condition and weevils in the biscuits.

Batavia was under the command of Commandeur Francisco Pelsaert. Born in Amsterdam, he joined the VOC in 1618, when he was in his twenties. He rose quickly in the company, and when he sailed in *Batavia* he was President of the Fleet. As was the usual VOC practice, Pelsaert was a merchant rather than a navigator, and the task of sailing the ship to Java was in the hands of the skipper Ariaen Jacobsz, a completely contrasting personality who had been promoted to *Batavia* from *Dordrecht*. That was ship from which Frederik de Houtman had first sighted the Abrolhos Islands off the coast of Western Australia in 1619.

All was not well in *Batavia*. Jacobsz and the undermerchant, Jeronimus Cornelisz were plotting against Pelsaert, with the aim of taking the ship and her cargo, a desperate plan for which the punishment was likely to be hanging in chains outside the Castle of Batavia. By the time the ship approached the Western Australian coast, where it was usual to turn north for Java, a mutiny was close. Perhaps Jacobsz was diverted by the plotting from his job of navigation, for by midnight on 3 June 1629 as the ship came close to the coast, she was already passing the outer reefs of the Abrolhos archipelago, in an area later to be known as the Easter Group of Islands. Four hours later *Batavia* hit a reef and was soon at the mercy of the grinding surf.

Daylight revealed that the ship was close to three very small islands, now known as Beacon Island, Seal's Island and Traitor's Island. The crew began to lighten ship, dumping cannon and cargo into the sea, but it was to no avail. Even cutting the mainmast free did not help and the ship began to break up. In desperate conditions the crew worked to transfer the passengers and stores to the two nearest islands, but the discipline was poor. By evening Pelsaert was ashore with the survivors but the mutineers were still on the wreck, with many others including soldiers, now drunk on the ship's supply of spirits.

Two days after the wreck, Pelsaert and Jacobsz slipped away in the first of the ship's boats, a little sloop, confident of navigating to Java. The second boat, a yawl, left a day later. Forty seven people, including two women and a three-month-old baby saved their lives in this way. On the way, they stopped briefly at the High Islands (now known as the Wallabi Islands) five miles north of the wreck. They left 250 people behind in desperate conditions, with little water until welcome rain six days after the wreck.

Seventy were left on the wreck to swim ashore or drown. Cornelisz, the undermerchant, was the last to leave the ship. He stayed on the wreck for eight days (he could not swim) until he was finally washed ashore clinging to the remains of the bowsprit.

The timber and sails washed ashore from the wreck provided the material for shelter and for the carpenters to build rafts and small boats. With plentiful food in the seas around them, and with careful use of the available water, there should have been no reason why they would not have survived for many weeks. Unfortunately, the mutineers had other ideas. Led by Cornelisz, and only twenty men against many more people, they developed

a plan to seize the expected rescue ship when it finally arrived. But first they had to become masters of the islands. A major problem was the soldiers for they had only managed to win over a few of them. Cornelisz was prepared to kill them all on the spot, but they were dangerous men, especially one seasoned, tough and loyal VOC soldier, Weibbe Hayes.

A solution appeared when one of the small island-built boats returned from an unsuccessful exploration for water on the High Islands to the north. Cornelisz persuaded the soldiers to return to the High Islands to continue the search for water, and delivered them there (without their weapons) on this errand, but with no intention of ever picking them up again. Then he set about relocating the remaining survivors across the three close islands, Beacon, Traitor's and Seal, on the grounds of hygiene and available resources. Then the murders began.

Three days later, on 7 July, Pelsaert and Jacobsz arrived at Batavia, after a very difficult 2,000 mile voyage in the open crowded boat. Their position in the eyes of the authorities was grave, they had lost the ship and deserted its people, but Pelsaert was given an opportunity to clear his name by rescuing the survivors and as much of the company's treasure as possible. He was given charge of the *Sardam*, a fast-sailing yacht. Amongst the crew of 26 were two Indian and two Dutch divers, who hoped to salvage the treasure chests.

Sardam cleared Batavia port on Sunday 15 July 1629. Back on the islands, the slaughter of the survivors had already begun. On the day *Sardam* sailed, Cornelisz and his men murdered most of the forty people he had sent to Seal's Island. They had already dispatched the people on Traitor's Island, and most on Beacon Island (also known as Batavia's Graveyard). He had only one problem. Weibbe Hayes and his men had found water on West Wallabi Island. Moreover, some people had escaped the murdering rampage and made it to West and East Wallabi by raft or by swimming with pieces of timber and had warned the soldiers of the murderous rampage. He had to dispose of them.

Weibbe Hayes, although only an ordinary soldier, was to become famous for his leadership and organisation of the defence against the mutineers. The first need for his soldiers and the other survivors, now numbering forty-seven, was weapons, and they made pikes and clubs from the driftwood from the wreck. Cornelisz led his first attack at the end of July, but it was only a skirmish, with no casualties. The second attack came within a week, and was repulsed by Hayes and his men, who pelted the mutineers with rocks and drove them back to their boats with pikes. Hayes was surprised the mutineers did not bring their muskets, but unknown to him they were hoarding scarce powder to take the rescue ship when it arrived. There would not be another attack for a nearly month.

Meanwhile, *Sardam* had sailed past the island to the west, and finally, after closing the coast, sighted the southern Abrolhos on 5 September. Then followed a frustrating ten days of searching to the north, often in high seas, until they sighted the High Islands on 16 September. That same day the mutineers were preparing for their latest assault on Weibbe Hayes and his men. During the battle Hayes managed to capture one of the mutineers boats, and as they fought, the sails of the *Sardam* were sighted. The mutineers immediately set out to attack the unprepared ship, and, using the captured boat, Hayes and four of his

men began a race to the unsuspecting *Sardam*.

As soon as *Sardam* anchored, Pelsaert landed on East Wallabi Island, and climbed the hill, the highest in the Abrolhos, some 50 feet high! There he spotted Hayes in his boat. Hayes immediately came ashore and warned Pelsaert, who returned to his ship in time to greet the heavily armed mutineers as they arrived. Seeing that their position was hopeless, the mutineers surrendered without a fight. The full horror of the events on the islands was revealed to Pelsaert over the next few days, and on 19 September, the mutineers appeared before the ship's council, with Pelsaert as chairman. As permitted by Dutch law at the time, appropriate application of water torture soon produced confessions. The trials took ten days, during which time the divers recovered the jewels and many of the money chests from the wreck of *Batavia*. Concerned about his crowded yacht, Pelsaert decided to hang the leaders of the mutineers on the islands as a warning and take the others to Batavia. They were executed on 2 October.

Sardam returned to Batavia on 5 December, and the remaining mutineers were hung in a public ceremony on 31 January 1630, bringing the brutal story of *Batavia* to a close. Weibbe Hayes was given an officer's commission, and was a hero and a famous figure in Batavia but little is known of him subsequently. Pelsaert was a broken man. The open boat voyage had destroyed his already poor health, and the VOC never forgave him for losing his ship and his people. By 30 September 1630 he was dead.

Far to the south, off the coast of the continent we now know as Australia, the remains of *Batavia* lay in the surf of the Abrolhos undisturbed for over three centuries.

Despite searches over the ensuing centuries, it was not until the 1960 that a detailed search for the wreck began. It was found in 1963. Today, the remains of the ship and her cargo are an important exhibit in the West Australian Maritime Museum, and a priceless link with that brutal time 370 years ago. As recently as this year further remains of the unfortunate passengers of *Batavia* have been unearthed in the Abrolhos Islands.

The remains of the ship in Fremantle also proved to be an important source of information for shipbuilder Willem Vos when in 1985 he began the job of building the replica of *Batavia* in a shipyard in the Dutch city of Leystad. The new ship was launched on 7 April 1995 by Beatrix, Queen of the Netherlands. Since then she has been on display to the public at the yard where she was built. On 25 September 1999, *Batavia* left the Netherlands in the dock ship *Condock V* for Sydney, where she will be the flagship of the Dutch Olympic presence during the 2000 Olympic Games.

The visit is being sponsored by Philips, Heineken, AON, St. Christopher Re, KLM, the Australian-Netherlands Chamber of Commerce and the Australian National Maritime Museum. *Batavia* will be on display at the Maritime Museum in Darling Harbour almost every day until the end of January 2001, when she will return home to Leystad.

The new *Batavia* has never sailed. She is expected to do so for the first time during her visit to Sydney.

Reference: *Islands of Angry Ghosts*, Hugh Edwards, Hodder and Stoughton Ltd, 1966.

Dear Sir,

It was good to read in the last News that Jim Coxon is going well and must be enjoying Queensland, as he is still there after a decade. Regarding his letter, I wish to record some differences in fact. *Caprice* was built in Hobart in 1900, not in South Australia in 1898. After World War II, her hull was in excellent condition, as it is now! She has never been rebuilt or re-planked, her Huon Pine deck and planking are entirely original. Jack Pfeiffer was present at the *Greycliffe* tragedy, Harry was not – he was on school detention, as was often the case.

The 35 foot overall rule was a very logical arrangement between the SASC and the Royal Clubs, never recorded in writing, I believe. Prior to World War II, all yachts over 35 feet raced with the Royals, those under 35 feet with SASC, with the exception of some classes, such as the Jubilees. This meant better racing with more closely matched boats for both groups. Post-war many Royal Club members purchased boats under 35 feet (part of the great yachting boom) and they naturally wished to compete with their own Clubs. The rule was thus rendered obsolete, and the SASC rescinded it in the early 50s not the 60s – big changes take time!

Mr V Ebsary sailed his 22 foot *Miranda* before World War II and she certainly did win most races, of the few she finished! It was a giant skiff, with a tiny deck forward. As she was usually sailed three up, she capsized in any real breeze, and had to be rescued – quite a problem! These rescues were done by her racing competitors, or some passing vessel – totally unsatisfactory. The Sailing Committee asked the owner to campaign the boat in a seamanlike manner, such as increasing the crew greatly, or reducing the sail area, or perhaps some ballasting so that she could complete most events safely. Mr Ebsary reacted to these reasonable suggestions in a very positive manner and withdrew from racing – she was never banned. In Mr Ebsary's obituary published some sixty years later, there was strong criticism regarding this matter! My father was a very senior member at the times mentioned by Jim. He and I were very active in the dropping of the 35 foot rule, and he was certainly a leader in requesting Mr Ebsary to sail his boat in a responsible fashion. If the SASC had banned *Miranda* because she was too fast, it would have been unsportsmanlike, and dishonourable. Yes we were and still are a weird mob but we are not and never have been illogical or dishonourable!

Bill Gale
Sydney



CAPTAIN SLOCUM - FIRST ATTEMPT

The weather over the weekend of 23 and 24 October was interesting, to say the least. The southerly change that came through on the Friday night and the low-pressure system that subsequently developed off the coast ensured that the Saturday racing was fast, if wet, with winds reaching thirty knots at times.

The weather forecast for Sunday was for more rain with winds of 20 to 30 knots from the southwest to south. Perhaps it was this forecast that caused so many entrants to take the day off, but those who did emerge for the usual Sunday races and the Captain Slocum Trophy race for the Gaffers were met by sunshine and a pleasant 10 to 15 knot westerly.

Whilst the south coast and the Tasman Sea were being lashed by strong winds and rain, with flash floods as close as Woolongong, the races started around midday in good conditions, although the wind was showing signs of easing. Never mind, the forecast issued at 1030 confirmed the coming fresh conditions. But by 1315 the wind had dropped to less than ten knots under a high cloud cover that had moved in from the west. Unless the promised conditions began to arrive, some yachts might have difficulty finishing, as the first metre division boats had already rounded Shark Island, the last common mark for all divisions at which

Monsoon making the most of a dying westerly.



the course could be shortened. Reaching the Neutral Bay mark (or Naval 2 for the Gaffers) proved to be something of a challenge as the wind dropped to nothing and then to a light northerly of not much more than three knots. *Aroona* led the charge backward towards the bridge on the tide, with two legs still to sail.

By 1500 it was clear that a small miracle was needed if any boats were finish. Black clouds to the northwest forecast winds to come, confirmed by the issue of a storm warning with wind gusts over 30 knots. The storm arrived at the finish line as time limit expired at 1530, well ahead of any yachts (the nearest was about two thirds of the way up the last leg). With no finishers within the time limit, N over A got an airing on *Captain Amora*. It clearly doesn't happen often – flag N was rather mouldy. At least it got a wash in the rain. Overall a disappointing result for all the hard work put in by crews in testing conditions.

From Flag Officer Eastern Fleet — General:

0831/24/12/1943. EVERYBODY WISHES EVERYBODY ELSE A VERY HAPPY CHRISTMAS AND NEW YEAR. NO FURTHER SIGNALS ARE TO BE MADE. THINK OF THE SIGNALMEN AND THE PAPER SHORTAGE.

From: *Make another signal*, Captain Jack Broome, William Kimber 1973.

SYDNEY HARBOUR PLAN

The NSW Government has just completed the next stage in preparing a Vision and Strategic Program for Sydney Harbour and Tributaries. A discussion paper and three background papers have been prepared to encourage debate and help reach consensus about the future of the harbour.

The discussion paper can be inspected at any of the 26 local councils in the Harbour Catchment Area, and information about getting copies of the documents can be obtained from the Department of Urban Affairs and Planning's Information Centre on 9391 2222. The discussion paper can also be viewed at www.sydneyharbour.duap.nsw.gov.au.

Visit

The Sydney Amateur Sailing Club

on the World Wide Web

www.sasc.com.au

Sailing Programmes, Photographs

Past editions of the SASC News

and

RACE RESULTS

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

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



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Vessel Name: _____

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Western Australian shipbuilder Image Marine, an Austal Group company, has won a contract to supply nine new generation police boats for the New South Wales Police Service, Water Police Branch.

The contract comprises two 22 m vessels (Class 1) and seven 16 m vessels (Class 2) which are scheduled to join the NSW Water Police fleet in time for the Sydney Olympics.

The new aluminium police boats will replace many of the existing vessels in the Police Fleet and are set to significantly enhance water policing capabilities and marine search and rescue along the NSW coast and 200 nautical miles out to sea (to the edge of the Exclusive Economic Zone). The 16 m vessels will be based in Coffs Harbour, Port Stephens, Newcastle, Broken Bay, Sydney, Sans Souci and Port Kembla, with the two 22 m monohulls joining the 16 m vessels in Coffs Harbour and Sydney.

The monohull boats, designed by Image Marine, are intended to be durable and flexible in their operation with excellent seakeeping qualities.

With an operational speed of approximately 28.5 knots, the Class 1 and Class 2 vessels will combat marine criminal activities, undertake general policing duties and will also offer support in Sydney during the Olympic Games.

On-board features include specialised electronics equipment, crew accommodation suitable for short periods of time (two twin berth cabins for 16 m vessels and three twin berth cabins for 22 m vessels), a fully equipped galley, crew mess, first aid facilities and adequate operational space. Each vessel also features dive platforms and storage space for diving equipment. An additional feature of the 22 m vessels is a 4.5 m semi-rigid daughter vessel that can be launched off a stem ramp and used for general transport and patrol purposes.

16 METRE POLICE BOAT

Principal Dimensions

Length Overall:	16.0 m
Length Waterline:	14.30 m
Overall Beam:	4.90 m
Draught:	1.20 m
Speed:	28.5 knots
Range:	400 nm @ 18 knots
Total Crew:	4
Engines:	Two Scania D1 12 42
Gearbox:	Two Twin Disc Mg 5114 1A
Propellers:	Two Teignbridge Aquaquad/quin

22 METRE POLICE BOAT

Principal Dimensions

Length Overall:	22.0 m
Length Waterline:	17.40 m
Overall Beam:	5.50 m
Draught:	1.50 m
Speed:	28.5 knots
Range:	600 nm @ 18 knots
Total Crew:	6
Engine:	Two MAN D2842 LE408
Gearbox:	Two ZF BW155
Propellers:	Two Teignbridge Aquaquad/quin

NEW CUSTOMS PATROL BOATS

Many may have noticed a new grey Customs patrol ship around Sydney Harbour recently. *Botany Bay* is one of a series of eight patrol boats being built by the Western Australian shipbuilder Austal Ships for the Australian Customs Service National Maritime Fleet. The completion of the first, *Roebuck Bay*, was reported in the June SASC News.

Botany Bay was officially commissioned by the Minister for Finance and Administration, Mr John Fahey MP in Sydney on 16 September and the third to be completed, *Holdfast Bay* was officially commissioned by the Minister for Justice and Customs, Senator Amanda Vanstone, in Adelaide in October.

The patrol boats *Botany Bay* and *Holdfast Bay* ready for hand over in August. (Photo courtesy Austal Ships)



These vessels will form an integral part of the Australian Customs Service fleet of patrol vessels and will complement Customs Coastwatch aircraft which provide a national civil surveillance and response service. The 38 metre aluminium hulled patrol boats have a range of 1000 nautical miles at 20 knots and are capable of operating around Australia's 37,000 kilometre coastline and out to the edge of the 200 nautical mile Exclusive Economic Zone.

The medium speed Bay Class patrol boats (21 knots @ 80% MCR) have the ability to maintain speeds of less than 5 knots for extended periods as required for surveillance operations. The ability to launch one or both of the custom-built tenders fully loaded in up to Sea State 4 enables the Australian Customs Service to perform a large variety of functions, from intercepting unauthorised vessels, smugglers and illegal immigrants to assisting with scientific and marine research. The tenders can also be launched and recovered safely and effectively while the vessel is making way at up to 5 knots. The Bay Class vessels are capable of operating for up to 28 consecutive days at sea.

The vessels are fitted with a bow thruster to assist with manoeuvring in difficult weather conditions and are capable of moving sideways at a minimum of 20 metres per minute and turning 360 degrees in its own length within 90 seconds. Large oversize rudders with quick response are fitted to provide steerage at low speeds.

For roll and pitch control, the Austal active ride control system consisting of rotating cantilevered fins amidships and flaps aft were fitted to optimise crew comfort and vessel performance at higher speeds. The system includes a facility to dynamically trim the vessel from the wheelhouse.

The Bay Class Patrol Boats take their names from bays around the Australian coastline. The next two patrol boats are due for delivery in February 2000 with the remaining three in August 2000.

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

The yachting spectacle leading up to the America's Cup is now well under way on the regatta course off Auckland, New Zealand. The second Round Robin in the challenger selection series, the Louis Vuitton Cup was completed recently, after fifteen days of spectacular racing in conditions that often approached the limit for these remarkable yachts.

The racing in this second round was very close. In fourteen of the fifty-five matches the time difference between the competitors was less than 60 seconds. In six races, the margin was less than 23 seconds. Heavy winds caused carnage at times, with two broken booms, a broken spinnaker pole, a broken mast, six blown sails, broken halyards, cracked keel fins and one broken boat, *Young America*, USA 53.

On 9 November *Young America's* first boat split open and nearly sank in 80 feet of water. The bow suddenly started to get closer to the stern when the boat was sailing to windward in 18 knots of wind with choppy seas. The \$4 million boat was saved but the hull was a write-off. As allowed by the rules, the syndicate's No. 2 boat USA 58 was quickly readied for racing.

Problems continued, however, and USA 58 had to retire from a race with *Young Australia* when cracking noises started from the gooseneck, and the deck started to delaminate around the chainplates. These yachts are unusually specialised designs and clearly need owners with very healthy bank balances.

The Italians have performed very well in the series and lead with 46 points out of a possible 50, having won 19 out of 20 races. America True is second (38 points) Team Dennis Conner third (36.5 points) and AmericaOne fourth (36 points).

The *Young Australia* team has swapped boats and has been gaining much experience but, not surprisingly, they have had a battle overpowering the intense competition. Nevertheless, they have had some close finishes and three wins and, whilst someone has to come last in the series, that honour falls to the Swiss in *FAST 2000*.

All the yachts are now undergoing high-tech tweaking ready for round three in early December. Semi Finals of the Louis Vuitton Cup are scheduled to start on 2 January with the Finals due to start on 25 January.

The nine race America's Cup challenge will start on 19 February 2000.

All the information you ever wanted to know about the series, and probably a lot more, can be found at www.americascup.org.



SCHEDULE OF EVENTS**SYDNEY HARBOUR – THE 164th AUSTRALIA DAY REGATTA**

1100 The City of Sydney Sesquicentenary Trophy Ocean Race – Cruising Yacht Club of Australia – Offshore keel yachts, Botany Bay mark and return, finish off Farm Cove.

1300-1800 164th Australia Day Regatta – Royal Sydney Yacht Squadron – Family Race/Rally open to all classes of keelboats – yachts old and new, fast and slow, small and large – spinnaker and non-spinnaker.

1430-1800 Lord Mayor's Cup for 18-footers – Australian 18-foot Sailing League, Double Bay.

**CHRISTMAS AND NEW YEAR HOLIDAY PERIOD
AT THE SASC**

Many people around the world are about to celebrate the coming of a new millennium – possibly a year early, or if one wants to be really pedantic (and subscribe to the views of some modern historians) about four years late. Whatever one's beliefs, it is a good excuse for a party, and if necessary we can have another next year. We expect that there will be quite a few members who will want to use the clubhouse on 31 December for a celebratory picnic or as a base for maritime expeditions to see the fireworks.

There will be a tender service during the hours shown below, but it would help greatly if members could use their dinghies when practicable (needed for the return, if before morning) and by picking up passengers from the wharf. To make it easier for everyone, members are asked not to secure their boats at the pontoon or the wharf except to pick up or drop off crew and guests, and then for the shortest time possible.

The kitchen and barbeque facilities will be available, but the bar will not be open. A marquee will be erected on the wharf for more shelter in case the weather decides to spoil the party.

TENDER SERVICE

No service on Christmas Day

Sunday	26 December	0900 – 1700
Monday	27 December	0900 – 1700
Tuesday	28 December	0900 – 1700
Friday	31 December	1300 – Sunset
Saturday	1 January	0900 – 1800
Sunday	2 January	0900 – 1700
Monday	3 January	0900 – 1700

The office will be closed from COB 23 December to the morning of 10 January 2000.

Contributions from members for the SASC News are very welcome. The deadline for material for the February edition is Wednesday 19 January 2000.

Contributions can be provided in almost any word processor format on disk, by email (news@sasc.com.au) or as clean hard copy.

STOP PRESS

SASC member Sean Langman has chartered a 60 foot round-the-world style yacht which he will enter in this year's Sydney to Hobart race under the SASC burgee, with sail number A99. The boat, built by Kanga Birtles (who will be in the crew) will be entered under the PHS handicap. The boat will have a crew of sixteen. It draw 16 feet, so we are unlikely to see it alongside the SASC wharf!

Bill Gale advises that the second Ranger World Championships (and the first for the new millenium) will be sailed on Sydney Harbour on 13 February 2000.

FOUND

Found near the Club – a small outboard motor
Contact Lindsay Buckmaster
9958 7990

Suspected Y2K Bug.



FOR SALE

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Sample in Office

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 shape of Sydney ferries has changed considerably since this photograph of the brand new *Koompartoo* was taken as she lay alongside the Walsh Island Dockyard in Newcastle before hand over in 1922. She could carry 2,089 passengers and was designed for the Circular Quay – Milson’s Point service. *Koompartoo* and her sister ship *Kuttabul* were the first new Sydney ferries built since 1914 and were the largest ever built for Sydney Ferries Limited.

Koompartoo at the State Dockyard in 1922.

After the bridge was opened in 1932, the large ferries were used on other routes. *Koompartoo* was modified as a concert boat in 1935 and *Kuttabul* had a flying bridge added over each wheelhouse to help her master see over the crowds when following the sailing on the week-ends.

Kuttabul was sunk during the Japanese midget submarine attack on Sydney Harbour in 1942. *Koompartoo* had a much longer career. She was requisitioned by the British Ministry of Transport on 17 November 1941 and converted by Mort’s Dock for service in the Middle East. The entry of Japan into the war kept her in the Pacific and she was transferred to RAN control in June 1942 and commissioned as HMAS *Koompartoo* on 23 December 1942. She served as a boom gate vessel in Darwin from January 1943 to 1945, when she paid off into reserve. She was relocated to Sydney in 1950 and remained in reserve, mostly in Athol Bay, until sold in 1962. Her hull was towed to Launceston for use as a bauxite barge in 1966.

Koompartoo in Athol Bay in 1962, alongside the frigate *Murchison*.





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