

20.
NOTICE OF
ANNUAL GENERAL MEETING

Greenwich Flying Squadron Incorporated

The 2003 Annual General Meeting of Greenwich Flying Squadron Inc. will be held at the Clubhouse, Bay Street, Greenwich, on Tuesday 8 July 2003 at 8.00 p.m.

AGENDA

1. Apologies
2. Confirmation of the Minutes of Annual General Meeting held Tuesday 9 July 2002
3. Receipt of Committee's Report
4. Receipt and acceptance of Treasurer's Report and Financial Statement for the 2002/2003 year
5. Election of Office Bearers to the Executive Committee. The following positions are to be filled:
 - Commodore
 - Vice-Commodore
 - Rear Commodore - Sailing Secretary
 - Rear Commodore - Youth
 - Treasurer
 - Secretary
 - Assistant Secretary
 - Social Secretary
 - Liquor Licensee
 - Membership Secretary
 - Ordinary Members

A person may nominate or be nominated for multiple positions. Positions will be decided by the members in the order shown above. Upon election to a position the name of the person so elected will be removed from the list of nominations for all remaining undecided positions.

6. Appointment of Patron, Auditors, and Public Officer
7. Receipt and acceptance of the Annual Statement
8. General Business
9. Nomination of Class Captains and other Officials

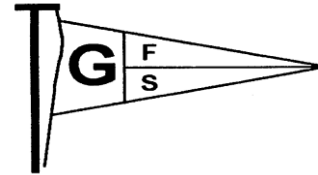
Division 1
Division 2
Division 3
ordinator
Twilight Series
Winter Series
Sabots
Lasers
Cruising Division

Newsletter Editor
Waterways Authority Representative
Clubhouse repair & Maintenance Co-

Clubhouse Hire & Function Booking Co-ordinator
Club Boats Maintenance Co-ordinator
Keelboat Handicapper
Protest Convener
Crew Register Co-ordinator

Rosalie Lucas
Secretary

Please note: all nominations for the election of positions on the Executive Committee must be signed by the candidate, proposer and seconder then lodged with the Secretary at least 24 hours before the meeting. A member may nominate for more than one position but may only accept one position. Nominations will be accepted at the meeting for any position for which no written nominations have been received.



Greenwich Flying Squadron

Humbug
Members' Newsletter

May 2003.

Clubhouse: Bay Street Wharf, Greenwich. PO Box 5092 Greenwich 2065. Phone/FAX 9436 1901.

Web Site: www.gfs.org.au

Saturday Keelboat Racing - Mixed Divisions and Etchells' Class
Wednesday Twilight Keelboat Racing during Daylight Saving.
Sunday - Sabot and Laser Classes
Keelboat Cruising Division.

Editors' Comment.

The GFS Committee has faced a difficult year and now in the run up to the AGM it is time for the rest of us to thank the 2002 -2003 officials for their efforts. This committee under the leadership of Commodore John Amos has continually kept the interests of the club and its members, at heart. The resignation of several of the elected committee during the season has made the task of the remaining committee members more onerous. We are fortunate in our club that others have stepped in to fill some vacant positions and help with the workload.

To those of the committee who will not be seeking re-election, we especially thank you for the time, effort and wisdom you have given in guiding the club and continuing its success.

To those on the committee continuing in various roles we offer you the same thanks along with best wishes for the coming season - well done so far and we trust that the year ahead will afford smooth sailing.

RL & PH

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COMING EVENTS	
Special General Meeting	Time and Date to be notified by mail.
Trophy Presentation 2003	Saturday 14th June, From 2:00pm GFS Clubhouse
Annual General Meeting	Tuesday 8th July, 2003 8:00pm GFS Clubhouse

All correspondence related to this publication to - The Editor, PO Box 5092, GREENWICH 2065

COMMODORE'S COCKPIT

This is my last *Commodore's Cockpit*. After three years as Twilight Captain and three years as Commodore it is time for me to move on as I have other things that I want to achieve.

When I accepted the position of Commodore our club had 190 members and \$31,000 in the bank. It now has 246 members and much more than twice the previous balance. I don't take all the credit for these achievements because I have had very good members on the last three Executive Committees.

I particularly want to thank : Mark Harris, my supportive Vice-Commodore, Harvey Porter, our webmeister, Kate Ryan and Linda Parry, our co-Twilight caterers, and Jefferson Smith who stayed on the membership committee to produce and update our Audit and POI list.

At the end of March we completed our most successful ever Twilight season with an average of 56 starters during the Spring and Autumn Pointscores. On two nights in the Autumn we had 65 starters. The winner of the Balmain and Allan Cup, for the best overall performing keelboat, was *Out of Africa*, helmed by Harvey Porter. Harvey is our Twilight handicapper but I checked his handicap at the beginning of the season and did the calculations which showed that he had the lowest overall points in the largest average division, Blue Division.

Most small keelboat skippers are unaware that there is now a 250kg anchor laid off the western end of the pontoon and that smaller keelboats can now raft up on the western side of the pontoon with their sterns facing the rigging deck.

GFS faces a number of problems in the future. It is most important that the next committee takes a strong independent stand and does not capitulate to the demands of an outside oligarchy. In theory our club is a democracy with each full member having one vote. However it is far from being a participatory democracy as so many members leave the decisions and work to be made and done by others. Also too many skippers are not prepared to do the homework which is necessary to pass a Category 7 inspection the first time, gain knowledge of our Sailing Instructions and learn the Racing Rules of Sailing.

During my term I have been loudly verbally abused by three different members inside the club. If I had been a salaried manager I would have had to accept this as part of the job but as all my efforts have been voluntary, I can only put this type of behaviour down to lack of manners.

I wish the club all the best in the future. GFS has too many good things going for it to be overwhelmed by a small number of negatives.

John Amos
Gatsby.

Lost Property Late on the second day, leader Grundig asked over the radio for following yachts to watch for a lost red spinnaker. We speculated as to the five-figure value involved and the fate of whomever goofed.

Sightings Gradually, we were seeing fewer yachts, although we had two close encounters near Byron. Witchdoctor cut across our stern so close under spinnaker one evening that we yelled to avoid collision, and Sea Change was close enough for us to ask for beer. We saw dolphins a few times, although they cavorted alongside only when we exceeding 10 knots (our max. was 18!). Late in the race we sometimes hallucinated, confusing a fishing boat's derricks for black sails and real yacht sails for sand dunes!

Finish We took 85 hours, versus Grundig's 50. We were close-hauled for only 15 minutes! I naively regretted that our 2am finish would mean a tame Mooloolaba arrival. Our allocated pen was right below the club lawn and bar, and we were welcomed raucously by a partying mob, plus 24-hour food and drink service. Soon it was daylight, a wander around town, the presentations, a short sleep (two hours had become "normal") and a 5pm start on the return journey!

Epilogue The 4-person return started well, reaching Ballina in 25 hours to shelter from a mild southerly. The next night we only reached Coffs Harbour, to shelter from a forecast prolonged southerly gale. We towed a Sydney 36, Sea Change, part of the way, as they had a fuel-flow problem and the breeze was fading. This strained the smaller Redrock to groaning point, and we ran aground briefly while entering the inner harbour at low tide. I jumped ship next day to fulfil Easter commitments. Redrock soldiered on the day after that, with three reefs and a storm jib until Sydney. I was driving through Coffs a week later and noted ten of the race fleet (mostly unoccupied) still there awaiting fairer weather!

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AGM - Tuesday 8 July 2003 at 8.00 pm

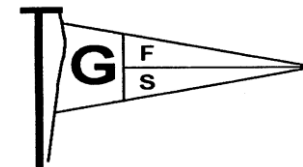
Presentation Day Saturday 14th June at 2.00 pm.

Nibbles provided free of charge

Bar Open for sales.

The next edition of Humbug requires **YOUR** contributions, letters or photographs. The deadline for the next edition is **12th July, 2003**. This edition will be the first for the 2003 – 2004 GFS committee and will include an article by Michael Harris, Sabot News, Letters to the Editor (especially if some are received) and information relating to next sailing season.

Please contribute!



18.

Race to Mooloolaba – from Richard Kelly (1982 Bruja)

On April 9th I crewed on the Hick-30 “Redrock Communications” in the Sydney-Mooloolaba race. I hadn’t done such a thing for decades, and was concerned how my middle-aged “softness” would cope!

The team Redrock’s owner/skipper, Chris Bowling, has a GFS connection: he borrowed Onyx to win the latest Endeavour-24 National title. He has skippered to Hobart numerous times, including Redrock. The other five of us varied considerably in experience, and had only two sails together beforehand (one out to sea and one at night). The Cat-2 race status required that 50% of us had participated in a similar event and 33% had current Radio, Senior First-aid and Sea-survival certificates. Extensive safety gear was required per boat and per person and we drilled thoroughly on safety procedures.

The start There was a pre-start briefing two nights beforehand and another on race-morning, with attendance compulsory for at least three crew per boat. 44 boats started off Middle Head at 1pm in a 25-knot southerly (gusting 30), with rain threatening and barely a spectator in sight! Most yachts soon flew spinnakers and there seemed to be an 18-footer out-speeding the big boats such as Brindabella and Grundig. The speedster was actually the Super-30 “The Cone of Silence”, with barely any hull in the water! (Out to sea, it could not sustain that pace).

Down to Business We meant to run two shifts of two crew, three hours on and off, plus the foredeck specialist and Chris being involved as required. (Chris was also navigator, cook and radio operator). The first day/night was so demanding on the helm under spinnaker that we shortened shifts to two hours. Three helmsmen contrived a broach, which Chris insisted on righting lest we chinese-gybe. Chris tried teaching us optimal swell/wave steering: tricky, especially at night.



Creature comfort Harnesses were worn even in “bed”, and always attached while on deck. The beds were aft canvas “pipe cots”, with very little clearance above, giving a “coffin” feeling. Climbing backwards into the upper ones was especially challenging in rough seas. Further up the coast, we all found our expensive “wet weather gear” of various brands was not rain-proof! I was very glad for my last-minute gumboot purchase. The food and beverage were good until the deterioration of our pre-made sandwiches. Ablutions were particularly challenging!

Navigation, tactics and nature Thanks to GPS, Chris easily knew exactly where we were and, by subtracting GPS-speed from log-speed, the strength of current against us. We often measured the water temperature, with higher temperatures indicating stronger current. Hugging the coast generally minimised the current, but usually cost a wind reduction. We were doing well on handicap until Cape Byron, whereafter the breeze died for us more than for the bigger boats ahead.

It’s a worry One night, just into Queensland, I woke to Chris calling to the helmsman, checking that the Point Danger sector lighthouse on Cook Island was now showing white. The reply was “Red! Where’s the reef?” When Chris then called “All around!”, I hastily exited my quasi-coffin lest it become my real one if we foundered!

3.

SAILING SECRETARY’S REPORT.

For some of us Winter means a break from the weekly grind of going sailing on the weekend, however for quite a number of our club members it would seem that the habit is too hard to kick. Sufficient boats for 2 divisions have fronted up on the two scheduled dates so far – unfortunately the first race was canceled due to excessive wind and the second was less than ideal as a race because of insufficient wind. However it was a great to be out on the water and at the end of the day, back at the club having a drink and ‘a social’. If you haven’t fronted so far don’t be put off as we can always find space for another few boats. It would help to let me know if you intend to sail (phone Warren at 99587371 or 49733641).

For the Winter series there will be 2 divisions – and contrary to what is found on the GFS web site but compatible with the Sailing Instructions for the 2002-3 season, the divisions will be GREEN (1st) and BLUE (2nd). This is to correspond to the published starting procedure for 2 divisions (page 4). The Club pennant is broken out at 12.30 with the starts at 12.40 (green) and 12.45 (blue).

First division (GREEN) consists of Etchells, 1st division downharbour boats and those that are more compatible with the faster fleet. Second division (BLUE) is the rest of the fleet.

As always, I would ask 2nd division boats to stay well clear of the start line in the 5 minutes before the start of 1st division; there is no advantage in running the line as it won’t be set square to the breeze (or gale) and so you will get much more information watching the start from a distance.

Reflections on two issues commonly raised in conversation during the past season:

Having to sail through Humbug to finish the race at the club is considered by some to be a negative. Maintaining or improving your position through Humbug is part of GFS sailing tradition (Lane Cove similarly) and a good topic for discussion after the race, however contrary to popular belief it isn’t a lottery. For the Etchells who have a scratch result Humbug is sometimes is the most challenging segment of the race. To change this tradition would also mean that results would not be available at the end of the day as processing the finishing times could only occur after Pegasus recorded the last finish and then picked up the buoys. On a more facetious note, the name of the Club newsletter would have to change as well.

The other issue is that of the Handicap system. Before taking on the job of sailing secretary I too used to refer to it as Harvey’s Chocolate Wheel. I can’t say that I understand it fully yet and it does seem to give some strange handicaps at times. In its defense, it does have to accommodate to small fleets, changing crews, skipper’s mood swings, variable sized fleets, the introduction of new boats throughout the season, and even perhaps increasing skill levels. Just looking at your handicap over time is no test but if you do note that the percentage increase in your handicap is greater than that for the boats that beat you last week please let me know. Overall however, during the season our handicap program seems to give reasonable results.

For the Etchells combined spring and autumn results, every boat in the fleet of 10 scored at least one 1st on handicap, with the 3rd placegetter on scratch recording the most 1st s on handicap (4). Not bad! And this fleet gives the best test of the system as one variable is eliminated, the boat.

For Division 1 in the combined spring and autumn results, all those boats (unfortunately only 5) that sailed more than 50% of the races got either 2 or 3 firsts on handicap.

4.

For Division 2 in the combined spring and autumn results, 4 of the 6 boats that sailed more than 50% of the races got either 2 or 3 firsts on handicap. Of the remaining 2 boats, one did not get a handicap win at all but their handicap at the end of the autumn series reflected this and they had a win in the summer series.

However winning individual races is one thing, and winning the overall series is another. The biggest predictor of success is missing very few of the races. The first, second and third placed boats in the 3 divisions sailed on average more than 16 of the 18 races. Obviously this leads to greater consistency with the added advantage of being able to discard a couple of 'shockers' (that incidentally lead to getting a marginally better handicap – all that's needed over an 18 race series).

Anyway, enough of this discussion. Come out and have a sail instead. It's far more therapeutic and it's drug free.

**Good sailing
Warren Olsen**

A Pirate Story.

A sailor meets a pirate in a bar, and they take turns recounting their adventures at sea. Noting the pirate's peg-leg, hook, and eye patch, the sailor asks "So, how did you end up with the peg-leg?"

The pirate replies "We was caught in a monster storm off the heads and a giant wave swept me overboard. Just as they were pullin' me out, a school of sharks appeared and one of 'em bit me leg off".

"Blimey!" said the sailor. "What about the hook?"

"Ahhhh...", mused the pirate, "We were boardin' a cargo ship, pistols blastin' and swords swingin' this way and that. In the fracas me hand got chopped off."

"Crikey!" remarked the sailor. "And what about the eye patch?"

"A seagull droppin' fell into me eye", answered the pirate.

"You lost your eye to a seagull dropping?" the sailor asked incredulously.

"Well..." said the pirate, "it was me first day with the hook."

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The BoatingOZ Newsletter.

Is a weekly newsletter, sent by email, usually forwarded each Tuesday and is available to members of the Australian Yachting Federation (AYF) and the Australian Marine Industries Federation Inc (AMIF) as a membership service. The newsletter distribution covers over 30 countries. Total subscribers: over 4,000.

To add your name to the e-mailing list you need to introduce yourself to Editor Kathy McKenzie by emailing her at McKenzieboating@boatingoz.com.au. Ask her to send you her wonderfully informative boating newsletter.

For the latest news go to <http://www.boatingoz.com.au/newsframes.htm>

For more details: Website: <http://www.boatingoz.com.au>

Sub Editor: Tim Spooner - Email: tim@boatingoz.com.au

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Mobile: 0408 650 851

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AGM - Tuesday 8 July 2003 at 8.00 pm

17.

and these were the hardest sailing conditions I'd faced so far. Basically what happened was, in a nutshell, I didn't get selected. I remember walking out of the team

announcement ceremony with tears about to pour down my face. I was so embarrassed because everyone knew how much I was expecting a spot in the team.

At this point I wanted to give up sailing all together and never sit in a boat ever again- (as you do). I dwelled on this for about a week or two and then decided I was going to sail to the best of my ability regardless of the circumstances. This theory of mine, and my coach's, paid off as I finished Sabot Week with a fourth placing overall AND with a smile on my dial. I told myself that next year was going to be a goal and then promised to myself to take every opportunity to get into the boat and learn how to race.

As I look back now, (even though it was only two years ago), I notice that training was always the hardest aspect of sabot sailing, but also the most important. If I hadn't put in the effort, then the next regatta wasn't well prepared for. It was at this time, in the middle of the year, about two years ago, that sailing became a serious mental skill as well as physical. The whole team was almost too familiar with their boat skills, and were now ready to learn how to race a sailing race.

The last nationals in 2002/03 were held at Lake Macquarie Yacht Club and came before I had the chance to breathe. Now was the time for me to perform to my potential and leave the sabot world on a good note. I finished 17th overall with two of the worst, and one of the best, sailing races I'd ever had. I got disqualified in one race and finished, stupidly, around 50th in another, which was all due to a lack of mental preparation. I finished second in the last heat and was "quietly satisfied"-(YEAH RIGHT!) that I had beaten the hot favourite from Tasmania, Ben Price.

I'm now proud to say that I've ended sabots on an awesome note and moved onto the world of 420s. It's all beginning again.

Over the past eight years, I have the club to thank, and everyone who has supported me in learning about the sport of sabots. Unfortunately there are too many individuals who I owe thanks to, but you hopefully already know who you are.

I'll end by saying to any up and coming, keen, saboters, that I was once in your shoes, and it is so important that you never think that "the good guys" can never be beaten, because to tell you the truth, they aren't that great themselves. Just set a goal, put the effort in, have fun and you'll be kicking some Tasmanian butt in no time!

Thanks to everyone for all the support and to the kids who always made it fun, and just to let you know, I'll be popping around from Abbotsford in the 420, to check out how the sabots are going.

Good luck with the sailing guys!

Cheers,

Jane Mulligan

P.S- Remember, sailing isn't sailing unless you're being loud, rude and having fun all at the same time! ☺

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On behalf of the club we wish Jane every success in 420s. Her article above should be an inspiration to all Junior sailors at GFS. It also reinforces that we **ARE** a family sailing club!

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16.

Sabots Have Come to an End

I remember the first day so well, watching all the older kids sitting in the boats yelling words I wasn't familiar with. I was so excited I couldn't wait to have a ride in one! Dad bought me my first boat, Taurus 1123, when I was about nine, I think, and I thought it was the best thing ever. I became so eager to learn and took every chance to fit a sail into the weekend.

One of the climaxes, I guess, of my sabot sailing life was realising that I too could be as good as "the good sailors"- the guys you'd avoid, even if there wasn't reason to. (SO WRONG!) Once I built up enough courage to try and get in their way, to my surprise, ended up coming home with a first.

My first interclub regatta was probably one of the most funniest, scariest moments I'd had in sabots. It was about 23 knots at Abbotsford and I wasn't even sailing in my own boat. I ended up breaking the gooseneck and capsizing about 4 or 5 times in the same spot. That regatta was a real lesson for me and it was then that I decided sailing isn't always just fun.

It took about three years in the old timber machine and a new world was bought for me. Dad bought a new fibreglass boat, (Fat Fish 1503) just like "the good sailors" had and I was rapped. I moved straight into the SNSW intermediate training squad and was so keen to kick some "good sailor" butt. To be honest with you, I probably thought I was the best sailor ever and that I knew everything there was to know about sabot sailing. (also SO WRONG, I still don't know everything) This all changed unfortunately, when I was hit with a dictionary definition of an oscillation at the first training day. I then slowly drifted back to earth and realised that it was going to be a long road ahead if I wanted to be one of the "good sailors". Luckily, with a bit of a push from dad, I attended as much training weekends that I could've possibly done and my boat skills were improving. Basically, what I then realised was that, the more I sailed- the better I got at it.



My first national sabot week regatta was in Frankston, Melbourne in 2000 and was at a time where I was getting introduced to-NOT sailing, but racing. These, which to my surprise, were two separate things. On the drive down I remember turning into the coast road near Frankston and getting the first glimpse of seas that I had never seen anything like in my whole life. Port Phillip Bay was blowing in about a 45 knot Nor easterly and there was about

a 4m swell, or something ridiculous like that. I even remember dad saying that the car was hard to drive cause of the wind. Luckily for us the seas quietened down, but got a little too quiet and we had to compete in about 2 knots of wind for three days.

This regatta ended very slowly and brought a tired, painful look to everyone involved. I was worked up after a few good results and began sprucing up the boat- mind you dad and I weren't that crash hot in the field of boat design, but we managed.

My second National Sabot week regatta was, for sure, the downfall of sabots for me. The selection trials were held at the venue for the Nationals, at Georges River Sailing Club

5.

Keelboat Results

A full listing of results is on the web site www.qfs.org.au . This is a list of the place getters in each series and for the overall season.

2002 Winter

Blue Division

- | | | |
|---|------------|--------------|
| 1 | Going Grey | Mark Baker |
| 2 | Wy-arg-ine | Roger Diggs |
| 3 | Raptor | Rob MacAuley |

White Division

- | | | |
|-----------------|---------------|---------------|
| 1 st | Cipriani | Dennis Lane |
| 1 st | Gannet II | David Buck |
| 3 rd | Out Of Africa | Harvey Porter |
| 3 rd | Flair | Phil Hare |

Red Division

- | | | |
|---|--------|--------------|
| 1 | Rokani | John Veale |
| 2 | Mouse | Basil Smith |
| 3 | Evo | Richard Wood |

Saturday Down Harbour Series

Etchells Scratch

- | | | |
|---|-------------|--------------|
| 1 | Going Grey | Mark Baker |
| 2 | Mother Mary | Frank Crowe |
| 3 | Crush | Brent Lawson |

Division 1 (Blue)

- | | | |
|---|-----------|---------------|
| 1 | Adamant | Ray Entwistle |
| 2 | Speedwell | Col Geeves |
| 3 | Gannet II | David Buck |

Division 2 (White)

- | | | |
|-----------------|---------------|---------------|
| 1 st | Wainui | Tim Fletcher |
| 1 st | Out of Africa | Harvey Porter |
| 3 | Flair | Phil Hare |

Division 3 (Red)

- | | | |
|-----------------|-------------|-----------------|
| 1 st | Rokani | John Veale |
| 1 st | Murrurrundi | Jefferson Smith |
| 3 | Scorpio | John Moffatt |

Saturday Spring Series

Etchells Scratch

- | | | |
|---|------------|--------------|
| 1 | Going Grey | Mark Baker |
| 2 | Crush | Brent Lawson |
| 3 | Joka | Warren Welch |

Division 1

- | | | |
|-----------------|-------------|---------------|
| 1 st | Gatsby | John Amos |
| 1 st | Flair | Phil Hare |
| 3 | Pick Pocket | Chris Hornsby |

GFS – The First 75 Years

The First Edition of the 75th Anniversary history of the club is still available.

\$39.95
(plus packing and postage if required)

Written and produced by Rosalie Lucas, the book is an ideal gift and is filled with historic photographs of the club and local area throughout the first 75 years of the club's existence.

To order a copy, contact Rosalie Lucas
on **9427 4651**

Etchells Handicap

- | | | |
|---|-------------|---------------|
| 1 | Mother Mary | Frank Crowe |
| 2 | WGARA | Mal Blomfield |
| 3 | Crush | Brent Lawson |



Etchells Handicap

- | | | |
|---|------------|--------------|
| 1 | Crush | Brent Lawson |
| 2 | Joka | Warren Welch |
| 3 | Going Grey | Mark Baker |

Division 2

- | | | |
|---|-------------|-----------------|
| 1 | Wasp | Paul Stubbs |
| 2 | Charisma | Charles Munster |
| 3 | Murrurrundi | Jefferson Smith |

Saturday Summer Series**Etchells Scratch**

- | | | |
|---|--------|--------------|
| 1 | Raptor | Rob MacAuley |
| 2 | Joka | Warren Welch |
| 3 | Crush | Brent Lawson |

6.

Etchells Handicap

- | | | |
|---|-------------|--------------|
| 1 | Raptor | Rob MacAuley |
| 2 | Joka | Warren Welch |
| 3 | Serendipity | David Wells |

**Division 1**

- | | | |
|----------------|-------------|---------------|
| 1 | Pistol Dawn | Terry Daly |
| 2 ⁼ | Pick Pocket | Chris Hornsby |
| 2 ⁼ | Flair | Phil Hare |

Division 2

- | | | |
|---|---------|--------------|
| 1 | Mouse | Basil Smith |
| 2 | Scorpio | John Moffatt |
| 3 | Rokani | John Veale |

Saturday Autumn Series.**Etchells Scratch**

- | | | |
|---|-------------|--------------|
| 1 | Going Grey | Mark Baker |
| 2 | Crush | Brent Lawson |
| 3 | Mother Mary | Frank Crowe |

Etchells Handicap

- | | | |
|----------------|-------------|---------------|
| 1 | Serendipity | David Wells |
| 2 ⁼ | Mother Mary | Frank Crowe |
| 2 ⁼ | WGARA | Mal Blomfield |

Division 1

- | | | |
|---|---------------|----------------|
| 1 | Out of Africa | Harvey Porter |
| 2 | Alabi | Michael Harris |
| 3 | Flair | Phil Hare |

Division 2

- | | | |
|---|-------------|-----------------|
| 1 | Murrurrundi | Jefferson Smith |
| 2 | Rokani | John Veale |
| 3 | Scorpio | John Moffatt |

Saturday Overall Season (Spring Series and Autumn Series Combined)**Etchells Scratch**

- | | | |
|---|-------------|--------------|
| 1 | Going Grey | Mark Baker |
| 2 | Crush | Brent Lawson |
| 3 | Mother Mary | Frank Crowe |

Etchells Handicap

- | | | |
|---|-------------|---------------|
| 1 | Mother Mary | Frank Crowe |
| 2 | WGARA | Mal Blomfield |
| 3 | Going Grey | Mark Baker |

Division 1

- | | | |
|---|---------------|---------------|
| 1 | Flair | Phil Hare |
| 2 | Gatsby | John Amos |
| 3 | Out of Africa | Harvey Porter |

Division 2

- | | | |
|---|-------------|-----------------|
| 1 | Murrurrundi | Jefferson Smith |
| 2 | Wasp | Paul Stubbs |
| 3 | Scorpio | John Moffatt |



Congratulations to all winners and place getters. Remember to attend the prize presentation at the Club on **Saturday 14th June** to collect your trophies.

The prize presentation is not only for the winners, it is also a time for a socializing with your own and other crews.

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Mr. Bill McLaughlin
The Editor Humbug
GFS PO BOX 5092
Greenwich 2065

Family Sailing Club

I note in the Commodore's March Epistle that we are now a Keelboat Club and no longer a Skiff Club. John Amos is correct in that we are no longer a skiff Club as we have not been since the 1970s when we introduced a class of Keelboats and became a family sailing club.

However we are still a member of the 12ft Skiff Association and *Ajax* is still a registered skiff from our Club and I am Club Delegate to the Assn. If any member wishes to race a 12ft Skiff in Association Events he can register via Greenwich for 12ft Skiff races.

Some years ago when we stopped sailing 12ft's as a Class I was requested to remove *Ajax* from the Clubhouse (to allow another yacht tender a space) it was agreed that I should represent the Club in the 12ft Skiff Association until I decided to retire from that position.

Our Club was the first Unrestricted 12ft Skiff Club and founding member of the Association, and the original co-ordinator of the Australian 12ft Championships prior to the Association. Because of the history of our Club the NSW 12ft Skiff Association is pleased that we still have a registered skiff and remain an active Member of the Association.

John Amos mentions the high esteem in which our Club is held in other places. This is because most yachtsmen of previous years in other Clubs have over the years sailed in our Club or with our Club members in Interstate and International events. Our Club has produced Australian, NSW, and International competitors and champions over the years including such names as Ben Roff, the Barnetts, the Cowies, the Notleys, the Richards, the Riddleys, the Browns and the Havyatts to name a few and also the NSW Bluebird Champion in our early keelboat years.

It is good to see the sabots again competing at very competitive levels for our Club. I understand the difficulty in re-introducing a Class into the Club but it is a pity we have no Class such as the Flying Elevens for our Sabot sailors to advance their sailing and we will lose them to other clubs and sailboarding as they grow older.

We must encourage our junior sailors to stay with the Club, or where will we be in 10 years' time when our yachties grow old and fade away.

In the late 1960's we made a deliberate move to introduce a yacht division to give the Club stability and this has been very successful. We must also remind ourselves that the Club's main concern should be to promote junior sailing as is required in our Club Lease.

I hope I will never see the day when I have to take the sticker off my car which reads:-

GREENWICH FLYING SQUADRON
The Family Sailing Club

Yours in sailing

(signed) John Notley
AJAX 12ft Skiff
GFS Hon. Life Member

-----0000000-----

14.

Websites

Some web sites that may be of interest to GFS Sailors are listed below. Some have class associations and/or tuning tips. More will appear in future editions of Humbug.

International Etchells Class Association of Australia - <http://www.etchells.org/australia/index.php>

J/24 Australia - <http://www.j24australia.com/>

S80 Association of Victoria (NSW doesn't have a website) - <http://www.s80.org/>

Young 88 Class (NZ) - <http://young881.tripod.com/>

Sabot Council of Australia - <http://www.sabot.au.com/>

-----oooOooo-----

A belated GFS welcome to Tian Georgia Whitehead born 13 January, 2003 - daughter for Alison and Andrew Whitehead and sister for Hal.

-----oooOooo-----

Letters to the Editor - a new segment as long as YOU contribute!

10 May 2003

Mr. Bill McLaughlin
The Editor Humbug
GFS PO BOX 5092
Greenwich 2065

Historical Regatta & 12ft Championship

Reading the March 2003 "Commodore's Cockpit" you may construe that the March 2003 Regatta was cancelled in February because I withdrew as Convenor at that time.

In April last year I wrote to the Club asking if they wished to continue with the event and was given a date for the Regatta to be included in the 12ft & Historic Skiffs Programmes. I advised at the time that at 75 years of age it was time for me to step down as Convenor and the Club should form a Committee for the Event and I would liaise with the groups concerned.

In late February I phoned the Commodore asking for "Notice of Race" for the skiffs and was advised that the Regatta had been cancelled. I advised the Clubs concerned immediately, but to date our club has not officially apologised to either Associations for the late cancellation.

The Regatta and 12ft Championship was introduced into the Club as part of our Club's Historical 75 years and I had hoped the Club may have had the vision to build on the event similar to Sydney Amateurs Gaffers Day by giving the Club some worthwhile Sydney sailing Event.

I guess the "Old Etchells" Regatta is more in keeping with our recent history.

(signed) John Notley, Honorary Life Member

-----oooOooo-----

7.

TWILIGHTS

What a season it has been! We have had strong winds to contend with, the introduction of some new courses and the formulating of three divisions to make racing more interesting and safer. Each division constantly attracted an average of seventeen boats. Once again the Greenwich season has proven to be a sailing and dining success.



I would like to take this opportunity to congratulate all the yacht skippers and their crews for the sportsmanlike and friendly manner in which they have raced and supported me as the Twilight Captain over this season. To the Twilight sponsors Ian MacDiarmid Sails and Gladesville Bridge Yacht Sales, and our other club sponsor, Joe Walsh Rigging, thank you for supporting the club with prizes and also technical advice on sails and yachts. I would like to thank all the members who helped make the Twilight Season enjoyable for all. In particular, thanks to the starters, Jane and Emily, for their organisation of the starts of the large fleets, in sometimes difficult conditions; John Wood for setting the starting marks in all weather conditions; the catering crew Kate, Linda and Jessica for the fabulous food and service every night that help filled the clubhouse to capacity; those characters who help me pronounce some of the more difficult boats names and to all those members who served in a variety of duties which has made many other yacht clubs very envious of our Wednesday nights.

To those who won or took a place in each division, well done and my heartiest congratulations.

To all competitors, only your input can help make our twilight nights enjoyable and if we all continue our friendly competition and courtesy to each other on the water, I believe we shall have some great sailing nights in future.

Harry Rourke
Twilight Captain



8.

Twilight Series Results

Twilight Spring Series

Blue Division

- | | | |
|----------------|-------------------|-------------------|
| 1 | French Connection | Michael Murphy |
| 2 | Plus 16 | Salvadore Ridulfo |
| 3 ⁼ | Innisfree | Patrick Houlihan |
| 3 ⁼ | Out of Africa | Harvey Porter |

White Division

- | | | |
|---|-------------|------------------|
| 1 | Mother Mary | Frank Crowe |
| 2 | Arawa | Geoff Molesworth |
| 3 | Infidel | Ross Taylor |

Red Division

- | | | |
|---|-------------|------------------|
| 1 | Kia Camira | Paul Beaver |
| 2 | Force Four | Hans Kannegieter |
| 3 | Rasa Sayang | Al McIver |



Twilight Summer Series

Blue Division

- | | | |
|---|---------|---------------|
| 1 | Caliban | Ian Creak |
| 2 | Quasar | John Cook |
| 3 | Adamant | Ray Entwistle |

White Division

- | | | |
|---|--------------|-------------|
| 1 | Lead Balloon | Jeff Hodder |
| 2 | Marabou | Pam Joy |
| 3 | Jaytripper | Mark Rhodes |

Red Division

- | | | |
|---|-------------|-------------|
| 1 | Rasa Sayang | Al McIver |
| 2 | Kia Camira | Paul Beaver |
| 3 | Livlihood | Brian Davey |

Twilight Autumn Series

Blue Division

- | | | |
|---|----------------|---------------|
| 1 | Faarst Company | Alan Grundy |
| 2 | Speedwell | Col Geeves |
| 3 | Out of Africa | Harvey Porter |

White Division

- | | | |
|----------------|-------------|-------------------|
| 1 | Red October | Greg Hartnett |
| 2 ⁼ | WGA | Malcolm Blomfield |
| 2 ⁼ | Arawa | Geoff Molesworth |

Red Division

- | | | |
|---|-------------|------------------|
| 1 | L'Attitude | Egon Ostergard |
| 2 | Force Four | Hans Kannegieter |
| 3 | Rasa Sayang | Al McIver |

Special General Meeting

Amendments to the **Rules of Incorporation** of GFS require a Special General Meeting of members to ratify the changes from the previous rules.

Your attendance is at this meeting is vital.

Notice of the time and date will be mailed to you soon.

Please attend.

13.

2003 Sunday Keelboat Winter Series.

So far, two races have been 'sailed' under extreme conditions. Race 1 was abandoned due to excessive breeze. Race 2 resulted in a drifter with Division 2 (and some Division 1 boats) rapidly disappearing out of Humberg backwards instead of approaching the finish at the club. The number of boats participating in Race 2 was most encouraging. Come along and join the fun (beats home improvements and mowing!).

Remaining Winter Races – 2 Divisions.

(Warning Signal 12.30pm).

- | | |
|--------|-----------------------|
| Race 3 | 1 st June |
| Race 4 | 15 th June |
| Race 5 | 29 th June |
| Race 6 | 13 th July |
| Race 7 | 27 th July |

-----0000000-----

A Poem for Winter sailors.

*I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea gulls crying*

From the poem: "Sea-Fever" by John Masefield

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ROTD

Sailors have been warned by health departments worldwide to be aware of **ROTD** (Rapture of the Deep) a marine version of SARS, also known as nautical narcosis. Its symptoms include an inability to use common words, such as *up, down, left, right, front, and back*, and their substitution with a variety of gibberish, including *abaft, athwart, etc*, which the sufferer believes to make sense. Accompanying signs include a love of small, dark, wet places; an obsessive desire to be surrounded by possessions of a nautical nature, such as lamps made from running lights and tiny ship's wheels; and a conviction that objects are moving when they are in fact standing still. This condition is incurable.

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Presentation Day Saturday 14th June at 2.00 pm.
Nibbles provided free of charge
Bar Open for sales.

12.

Everyone was pleased to have a rest from the 30 knot plus winds of the previous weeks so it seems that the strong sea breezes may have backed off as they are meant to do around this time of year. Seems it's been an uncommonly windy year for sailing in South Australia, Victoria and New South Wales from all accounts. The second race last night was in stronger winds up to 26 knots. We won't discuss the results but will blame it on the handicapping that we have.

The facilities at the CYC are terrific - the advantage of lower land prices and the fact that the marina is approximately 20 km from the city. Entrance to the club can only be made through the main security gates and boat owners/full members are issued with a 24 hour security pass. We have a marina berth for the princely sum of \$55 per week - not bad!!! There are expansive undercover BBQ areas that are available for members to entertain small groups of friends at any time as well as the official BBQ area next to the fully staffed bar. Restaurant meals are available on Friday nights, Saturday lunch, evening and Sunday lunch.



Many of the smaller keel boats and motor boats are stored within the hardstand area. In fact, one of the boats we met in Eden (a 37 footer) that is regularly raced on Wednesday night and Saturday afternoon is dropped in the water on Tuesday night, lifted on Thursday morning and then dropped in again on Friday night and lifted again on Sunday morning. These boats have their own cradle, which is rolled onto the club trolley using the club tractor and winched down the launching ramp (and vice versa) so it becomes quite an easy process. Members are friendly and there are many large cruising boats (as there were in Hastings). Boats cruise regularly across the other side of the gulf and a popular spot to head is over to Port Vincent where the CYC are in the process of completing a new marina (official opening in April).



The club is very active with Twilight racing on Wednesday nights, Women's Twilights on the 2nd and 4th Friday, Saturday afternoon racing and Sunday match racing events for Etchells (a number are owned by the Club for use by members). Winter racing is every second Sunday as we do at GFS. The cruising division is active and they will be sailing next Saturday (22nd Feb) weather permitting with stopovers at various anchorages over 3 to 6 nights to arrive in Port Lincoln to meet up with the competitors in the Adelaide/Pt Lincoln race. We have decided to join them but because we have some social commitments (surprise, surprise) will play catch up and probably leave on Monday 24th instead.

Drop us a line - we love hearing from you as well and thanks to all those who regularly send us emails.

Cheers,
Lesley & Barry

-----0000000-----

Our belated wishes to Barry and Lesley on receiving the sad news that Barry's mum, Anne, died peacefully in her sleep during the early hours of Monday 17th February. She was 83.

-----0000000-----

AGM - Tuesday 8 July 2003 at 8.00 pm

9.

Twilight Overall Season (Spring Series and Autumn Series Combined)

Blue Division

- | | |
|---------------------|-------------------|
| 1 Out of Africa | Harvey Porter |
| 2 French Connection | Michael Murphy |
| 3 Plus 16 | Salvadore Ridulfo |

White Division

- | | |
|---------------|-------------------|
| 1 Red October | Greg Hartnett |
| 2 Arawa | Geoff Molesworth |
| 3 WGARA | Malcolm Blomfield |

Red Division

- | | |
|---------------|------------------|
| 1 Force Four | Hans Kannegieter |
| 2 L'Attitude | Egon Ostergard |
| 3 Rasa Sayang | Al McIver |



Congratulations to all winners and place getters. Remember to attend the prize presentation at the Club on **Saturday 14th June** to collect your trophies.

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The AGM.

The annual general meeting of GFS is a most important event. If nothing else, it elects the committee that will guide the club through the 2003 – 2004 Season. The club is a voluntary organization and would welcome your nomination for a position. The notice of meeting is included at the end of 'Humbug'.

AGM Tuesday 8th July, 2003 8:00pm GFS Clubhouse

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Season's Highlights – You had to be there, but.....

Nominees for the year's Golden Keel Award are –

- Warren Olsen for abandoning a Saturday race because he wasn't sailing.
- Harvey Porter for demonstrating crew retrieval fully clothed from the water.
- Paul Stubbs crew for good (?) balance in an inflatable tender.
- Michael Harris' faith in lifejackets (sorry PFDs), in preference to lifelines.
- Greg Kerslake for his ability with a BBQ and organising women.
- Mark Rhodes, Rob MacAuley and Phil Hare for not having any string available for Winter Race 1, 2002.
- Harry Rourke for ring-craft on twilight fight nights.
- Jefferson Smith for his induction to SUDC (spinnaker upside down club).
- John Cook for his faith in the appeals system.
- David Wells for going from duck black to grey (or is it from.....)

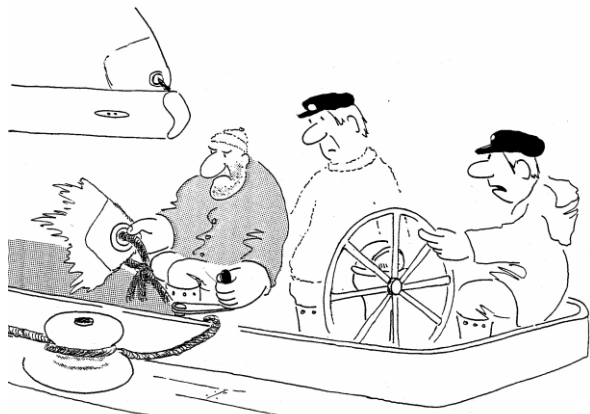
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Crew Membership.

Please get your regular crew to join the club. This membership includes Australian Yachting Federation membership. This is compulsory for Saturday Keelboat Racing, although the benefits of AYF Membership and insurance as well as supporting GFS are recommended for all regular sailors.

- -----0000000-----

10.



Now try to tell him that he hasn't got a clue.

Cartoon Courtesy. Sea Fever A Beginners Guide to Yachting. Templar. Jardine Press 1985.

-----oooOooo-----

AGM - Tuesday 8 July 2003 at 8.00 pm

Quiz. Are you obsessed with sailing?

If you answer yes to any of the following statements - you need help.

- you think women look "hot" in wet weather gear...
- your doctor reports your injuries to Abuse Authorities...
- your best shoes are 'Topsiders'...
- your car's hood ornament is the top of a sailing trophy...
- you'll marry a girl just to keep a good fore deck person...
- your halyards are brand new, but your clothes have holes...
- your underwear has a MacDiarmid Sails logo...
- you use a marlin spike to break sunburn blisters...
- you call starboard to traffic in a roundabout
- you have at least one broken boat part in your car at all times...
- you have a jelly mould in the shape of a J/24.
- your holiday plans centre around The Old Etchells' Regatta...
- you have to dress up to go to the corner shop...
- you think of Duck Tape as a long term investment...
- you wear a sailing cap to church...
- your wind instruments cost \$2 000, and you have a bucket for a head...
- the local boat shop's phone number is number one on your speed dialer...
- you think matching wet weather boots are an acceptable wedding gift...



-----oooOooo-----

Sydney Amateur Sailing Club member Kevin Tindall and his crew on **Impala** could be the oldest winning crew regularly racing on Sydney Harbour. Their average age is a remarkable 75!

Surely some Greenwich crews (Old Etchells?) can give this a shot !!!!!!!!!!!!!!!

-----oooOooo-----

11.


Extract from the April 2003 issue of "Cavalcade" - the newsletter of the Cavalier 28 Association.

Greenwich Friendly River Race.

This event was held on Saturday 12 April with eight Cavaliers registered for the start. The objective was to introduce non-association Cav-28 owners to some of the harbour fleet. Greenwich has a strong class of Cav 28s racing in the twilight series on a Wednesday night in spring and summer.

The day started with a nice 15kt NE breeze, coupled with the intricacies of the river wind shifts that made for a great day of competitive sailing with the lead changing constantly. The results were Ariki 1st, Arawa 2nd and Capriole 3rd. The finish through Humbug saw the lead change several times with the whole Cavalier fleet finishing within three minutes of each other. Afterwards a BBQ was held with crews enjoying the fine hospitality and environs of the GFS.

Ariki was skippered by Norm Brown (the original owner) and is considered the father of the Cav-28 in Australia. Norm shared many fun memories and re-lived the thrill of some close finishes over the years with Keith Tierney from Arawa. Apparently these two distinguished gentlemen went to school together and have been sailing competitors for a few years.



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Many thanks to John Amos, Commodore of GFS for making the event possible.

-----oooOooo-----

Barry Barber and Lesley Colley (Sea Dancer) keep in touch regularly with a number of GFS members. Here are some snippets from their February news bulletin, soon after their arrival in Adelaide.

Where do our days go? Certainly, no time to work with all the socializing to do with family and friends. No rest so far but who's complaining.

The weather has been fantastic albeit very warm. Except for two or three days the sea breeze kicks in any time from 10.00 am and builds during the afternoon and this has been enough to keep the boat comfortable. For the first 2 weeks the sea breeze was generally building to in excess of 30 knots so that the Wednesday twilight races were quite demanding - not uncommon for crews to go out with full wet weather gear with a basic course for the "big boats" run outside the breakwater at North Haven various marks in St Vincent's Gulf, and if the wind is strong the race finishes inside Outer Harbour. All crews head back to the Cruising Yacht Club for a BBQ or buffet meal. We have done 2 races and for the first one we had perfect conditions with the maximum wind speed around 15 knots.