



Greenwich Flying Squadron

e - Humbug

Members' Newsletter



September 2007 (amended)

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.

Editor's Comment.

The 2007 – 2008 sailing season has kicked off to a good start as expressed by our commodore. In this issue we are also recognising Michael York's amazing involvement and contribution to our sport over more than half a century. Our twilight captain is giving us a rundown on the important dates and organizational details of the coming season.

Have you ever been in a situation sailing into Humbug heading for the moored boats (indicated by the green slow arrow) and being overtaken by a faster boat (red fast arrow) to leeward who subsequently calls for water, thinking this can't be right! Learn all about it and other rules at the Skippers Briefing 30 October.

Johan Brinch

Dolphin II

Contributions welcome to
gfshumbug@bigpond.com



Commodore's Cockpit.

The sailing season is upon us and I am pleased to see that the level of activity around the club is increasing. The open day for the juniors last Sunday was terrific with the weather gods shining on the club. Hopefully the large numbers will translate to some new regular sabot sailors. Please do encourage any young people you know to join the Sabot programme.

In this edition I will leave the sailing captains to brief you on sailing activities and I would like to pay special tribute to the outstanding achievements of one of our club members – Michael York. The catalyst for this tribute was the recent outstanding achievements of SASKIA at the International 8 metre Centennial World Championship Regatta held on the Clyde in Scotland. This represents yet another outstanding achievement in Michael's distinguished sailing career. I hope you enjoy reading the overview of some of Michael's achievements set out below. When next you see Michael around the club I encourage you to speak to him about some of his achievements. He has an enormous wealth of knowledge to share.

Recognising outstanding achievement in sailing

MICHAEL YORK

Michael York is a renowned international yachtsman, who has always generously shared his vast knowledge of sailing skills with the yachting fraternity throughout his long and illustrious sailing career.

From a childhood of sailing in his VJ and 12 ft skiffs to 15 Sydney to Hobart Races starting in 1946, the first five races aboard the 65ft schooner MISTRAL II, the last race in 1975 aboard 83 ft KIALOA III winning the record which stood for over 20 years. He had joined fledgling Cruising Yacht Club of Australia in 1945.

Michael was bowman aboard GRETEL in Australia's first challenge for the America's Cup in 1962. He was also bowman aboard Gordon Ingate's CAPRICE OF HUON in Australia's first Admiral's Cup Challenge in 1975 (they won all races bar the Fasnet). He won selection for the 1968 Mexico Olympics Games in the 5.5 metre BARRANJOEY. (1964 Olympic gold medal winner)

He was crew selector for the 1977 GRETEL II Americas Cup challenge, Gretel II team member for the 12 metre World Championship 1984 in Sardinia and again in 1986 with GII for 12 metre World Championship in Fremantle.

In 2004 Michael was contacted by Bill Solomons to take BARRANJOEY from the Sydney Maritime Museum, where she had been on display since the 1980s and restore her to racing condition, as the 5.5metre World Championships were to be held in Sydney in early 2005. Bill, with the help of Michael and the Museum, achieved their goal for Bill and Michael to race. They won a silver medal in their class.

The most recent venture for Michael was as project manager for SASKIA to get the William Fife designed 8 metre to Scotland for the International 8metre Centennial World Championship Regatta held on the Clyde in July 2007. This he was able to achieve when he

managed to arrange gratis shipping of SASKIA to the UK through Hamburg-Sud aboard the CAP VALIENTE. The venture was a great success with the 69 year old SASKIA winning the Sera Cup for her classic division, coming 7th overall, beating some modern 8 metres, in a 22 yacht fleet of 11 nations. She was then trucked to the Hamble, sailed to Cowes where she won 3 out of 3 races in the International Metre Rule Centenary Regatta 8metre division on the Solent.

Michael's yachts were the 35ft MAGIC, the steel Tasman Seabird TUI MANU and steel Salar 40 ROCKHOPPER, the two latter he had built in Tasmania, fitting out both these yachts himself, after sailing them to Sydney. He harbour and ocean raced these three yachts, winning the Sydney to Noumea Race in TUI MANU in 1964, Cruising in ROCKHOPPER for three months, to Lord Howe and the Pacific islands around New Caledonia with his wife Jeannette in 1982, also a number of cruises and races to Lord Howe Island, before cruising to Tasmania to compete in the Hobart to Sydney, 1988 Bicentennial Tall Ship Race.

Michael's love of all things marine found him joining the Sydney Maritime Museum in 1980 and being elected president that year. This was the beginning of his over 20 year involvement in the restoration of the barque JAMES CRAIG, from rusting hulk to a magnificent sailing ship (she is one of only three of her kind world wide, sailing on a regular basis). For his diligence, tenacity, coercion and vision, her restoration was achieved in 2000. In 2001 he received the Order of Australia Medal for his services to the preservation of maritime history. He is also a lifetime Governor of the Museum.

On purchasing the elderly Etchells 22, number 16 in 2001, Michael and his wife Jeannette joined the Greenwich Flying Squadron, to race their vessel in the twilight races. In the past six years as a member of this delightful club, Michael and Jeannette have enjoyed their association with this close knit friendly fraternity. At the club Michael has given presentations of his experiences, culminating in many questions relating to his knowledge of sailing. He has assisted a number of members with their boating problems, racing skills, rig, tactics etc, almost anything to do with general mucking around in boats, plus introducing them to trustworthy technicians to assist with more technical problems. He also assists as procurer, with his vast number of contacts and having perfected this skill during his persuasive scrounging for the Sydney Maritime Museum and the restoration of the barque JAMESCRAIG.

He will be 81 on 7th October 2007.

Performance Handicapping

Each year I field a range of questions on how we go about handicapping our club races. At GFS we use a Performance Handicapping System (PHS) which is operated via a programme developed by a chap named Ross Munn. In addition to this we have sought input on starting handicaps from John Maclurcan, Australia's best known yacht racing handicapper.

Whilst our program has some subtle differences the explanation on the RSYS website <http://www.rsys.com.au/sailing/HandicapSystem.php> is as good as any I have seen recently. So if you are interested to know how PHS works and some of the vagaries then I encourage you to read the interview with John Maclurcan.

Until next edition – happy sailing and do remember that we love to hear about your sailing adventures so do drop us an article from time to time.

Martin Sheppard
Rex

Twilights – “It doesn’t get any better than this!”

Dear Twilighters,

As winter loosens its grip and the days lengthen we are reminded daylight saving will be soon upon us and with it our Twilight racing season.

To help with your preparation for the upcoming season I have set out below the key information that you and your crews are likely to require.

Sailing instructions, courses and racing calendar

The sailing instructions, courses and the racing calendar will be presented after your safety audit. If you have not received them then you can obtain them on the club website at www.gfs.org.au. The key dates for each series are as follows:

Entree series commences:	10 October 2007
Spring Series commences:	31 October 2007
Summer series commences:	2 January 2008
Autumn series commences:	6 February 2008

Safety checks

Safety Audit Day 1:	29 September 2007	(9:00am – 12:00pm)
Safety Audit Day 2:	30 September 2007	(9:00am – 12:00pm)
Safety Audit Day 3:	27 October 2007	(9:00am – 12:00pm)

Please attend one of the three nominated days as it is a big time commitment for those carrying out the inspections. Note Safety Audit Day 3 is the last audit before the Spring Series.

*No audit = no points for the pointscore.

Skippers briefing

The Twilight skippers briefing is scheduled for 30 October at 7:30pm at the club. We strongly encourage everyone who is looking to sail the twilights to attend. Ian MacDiarmid will help brush up on sailing rules and Geoff Lucas has kindly agreed to share some of his secrets in negotiating Humbug. The briefing will also cover matters relevant to this season’s events.

Twilight Team

We are fortunate to have kept much of the team that made last season such a success. The Team includes:

Starters – Fiona Robertson and initially Murray Robertson
 Caterers from Double D café – Deb, Dee and Tani
 Start buoy setter- John Wood & Hans Kannegieter
 Social Secretary – Michael Williams
 Handicap setter – John Maclurcan
 Duty Roster co-ordinator – Hans Kannegieter
 General fix-it man and computer operator – Harvey Porter

Duty Crew

Despite the wonderful catering work carried out by Double D café, we still need the support of duty crews each Wednesday. A duty roster will be available on the web prior to the start of racing. On the week that you and your crew are rostered, you will be needed between about 8:30pm and 10pm. The duty crew is responsible for:

- Assisting the catering crew
- Scraping, cleaning and stowing BBQ’s
- Empty and rinse the counter bins
- Ensure tables & chairs are stowed

- Turn off deck lights and all internal lights
- Stow the flag & furl the outside blind
- Lock all the doors and activate the alarm

If a few stragglers wish to stay late, then complete what you can and then nominate an individual to oversee the lock-up.

Courses

This season's main change to the Twilight courses will be that Blue Division will now sail the White Division Course. In summary Blue and White Division will sail the White Course, Green Division will sail the Yellow Course and Red Division will sail the Red Course.

Representatives from each division will confer on race nights, and after taking account of the conditions, will select a course. As always the courses will be displayed on the red, yellow and white boards out the front of the club.

Divisions & handicapping

A lot of work is going on behind the scenes to determine the divisions and handicaps for the 2007/8 season. We are acutely aware of the sensitivities around divisions and the importance of keeping boats that enjoy racing together in the same divisions. However, the primary concern of the club is safety and we are looking carefully at the number of boats in each division.

At this stage, except for a few minor changes, we anticipate running with the same divisions as last season, however we are tracking the divisions as the membership fees come in and we will make a final decision on the divisions two weeks before the Entrée series. Please check the web page prior to the start of racing.

Division Colours

We are looking to approach MacDiarmid Sails (our sponsor) for division colour backstay flags. It should certainly help make it clear what division boats are racing in and can avoid unnecessary race tactics against boats not in the same division. We will keep you posted on developments.

Membership fees and insurance cover

A significant number of members have not yet paid their current year membership fees. Members must be financial and have provided the club with a copy of insurance papers evidencing liability cover of at least \$10m, to be eligible to race.

Participation and volunteers

GFS has a fantastic format for Twilight racing and our club benefits from the extraordinary generosity of individuals who give time and energy to club matters. To make this season the best season yet please support the team on Wednesdays, particularly the catering staff, starters and duty crew.

Final note

I feel honoured to have been asked to be your Twilight Captain for another year. Everything is shaping up well for another great season of racing and socialising. I will do my best to provide you with regular updates in Humbug but should you have any questions or concerns in relation to Twilights please do not hesitate to contact me.. Every Wednesday during the twilights I constantly remind myself..... "It doesn't get any better than this....." See you on the water.....

Regards

Michael Armati
Twilight Captain

Sailing Secretary's report

Welcome to the 2007 – 2008 sailing season, the start of which has been a little disjointed with the APEC weekend and the October long weekend.

The following are a summary of changes which have been made to courses and sailing instructions. You should be careful to note them.

Courses

Course sheet reprint to fix course 10 and 16.

- Beacon removed as a mark (see sailing instruction 26 I part ii (c))
- Course 1 Renamed
- Course 2 Renamed
- Course 4 Renamed
- Course 10 Cockatoo Is (P) – To be changed to Cockatoo Is
- Course 16 Parramatta YA Mark - added in place of Drummoyne
(PSC yellow should read Parramatta YA)
Cockatoo Is (P) - added
- Course 19 Drummoyne Mark replaced by Convent

Course Map

New from a Naval Chart

Mark locations are approximate

Note: Parramatta YA mark (PSC Yellow)

Convent

Sailing Instructions

- | | |
|----|--|
| 5 | Changes to Sailing Instructions - reworded |
| 8 | Marks – reworded |
| 10 | Courses and Course Signals - Twilight Racing – changed (Blue)
- Additional Course board |
| 22 | Scoring – reorganised |
| 25 | Rostered Duty Officer - part (g) added |
| 26 | Special Regulations – I - i police buoys included
- ii part (c) reworded
m - changed |

I hope that you have a successful season and enjoy the competitive side of sailing. Do so in the right spirit, with a respect for the other crews and it will be even more enjoyable. Use the Racing Rules as they are intended and remember everyone does make mistakes, albeit occasionally. Please keep your safety equipment up to scratch and please ensure the safety of yourself and your crew at all times when racing

See you on the water

pH

Flair

Junior Sailing.

Useful information can be obtained from the following websites:

<http://www.gfs.org.au>

<http://www.sabot.com.au>

<http://www.sabot.au.com>

GREENWICH FLYING SQUADRON INC.

Bay Street, Greenwich NSW 2065

HOUSE POLICY

When our restricted licence permits the club to serve alcohol, Greenwich Flying Squadron Inc. has a policy to serve patrons in a responsible, friendly and professional manner.

Our staff are on hand to assist patrons in their decision to drink alcohol in moderation and where appropriate avoid the dilemmas of combining drinking with driving. Staff will not serve any person under the age of 18 years or any patron to an intoxicating level.

G.F.S Web Site: www.gfs.org.au

It is important to regularly check the club web site. There are results to check, club information, rosters, and warnings of up-coming events.

As the season progresses 'Humbug' will be posted on the web. 'Humbug' mail-outs will be restricted. Notification of a 'new' edition will come via email.

Please support our clubs sponsors.



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