

Greenwich Flying Squadron

e - Humbug

Members' Newsletter

August 2009



6

Keelboat Cruising Division.

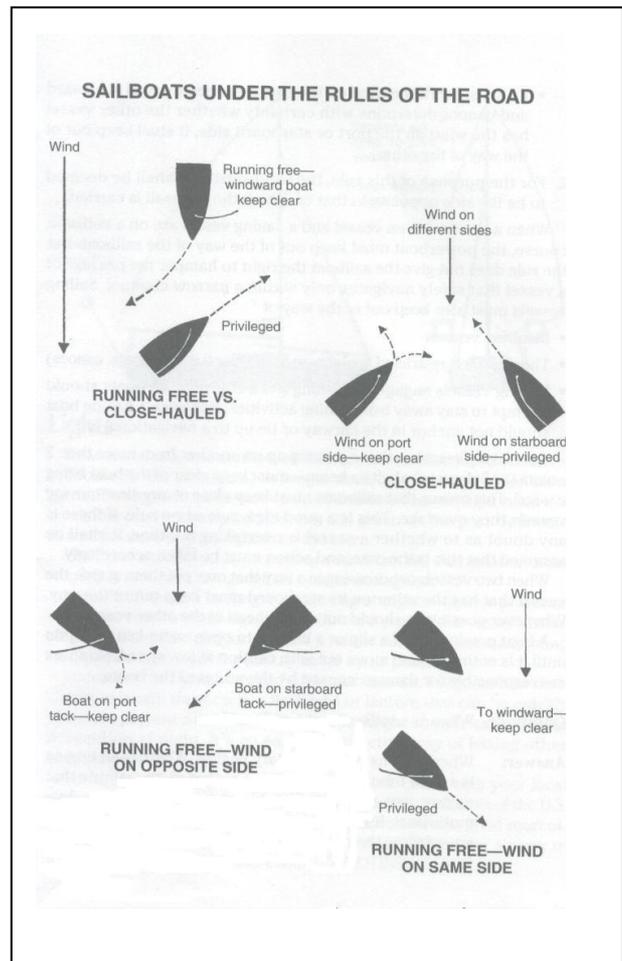
Editor's Comment.

The GFS AGM took place 22 July with the new committee being elected. Welcome to the new member and our commendation to the members who were re-elected - some to new positions such as our new commodore and vice commodore, Gordon and Geoff (see details below). Humbug wishes all the best for this coming year, trusting that the new committee will helm the club along the right course.

This issue is focused on preparations for the coming season so please read carefully. Lots of valuable information about Twilights, Sailing Instruction, Safety Audits and more. So enjoy.

Johan Brinch

Dolphin II



Commodore's cockpit

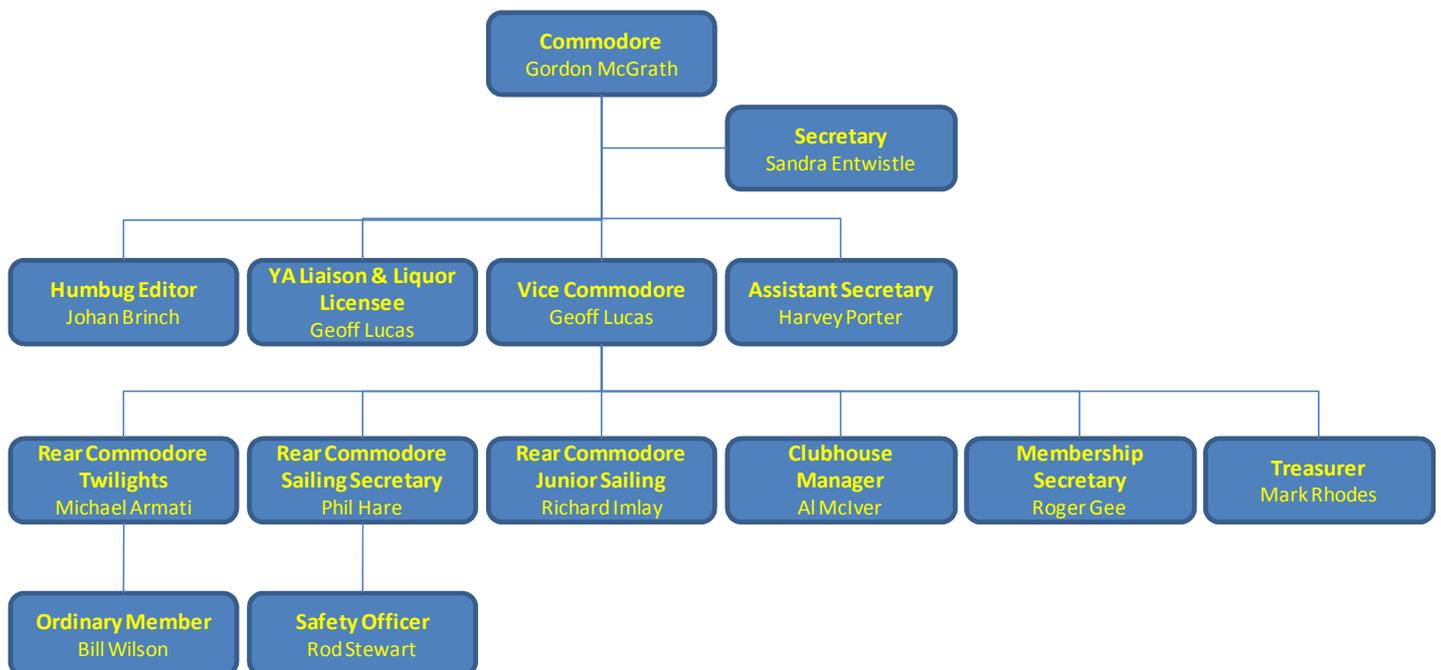
This is first contribution to Humbug in my new role as Commodore. Thank you to everyone who spared the time to turn up for the working bee on Saturday. I realise Saturday can be a busy time for many people but it was great to see how many people were able to get there to take on the grubby but important maintenance jobs.

The new Committee has had its first meeting. Everything is on track for the new season with all the necessary licences and paperwork being processed. The Committee considered a request for the inclusion of a 43 foot boat in Twilight races. After consideration the Committee decided against the request. The Committee's view was that safety concerns prevented yachts over 40 feet from Twilights and that these boats should remain in Saturday, Joe Walsh Down Harbour and cruising activities. It was also decided that boats longer than 40 feet should not be tied up solely to the pontoon (we want it to last and it doesn't have piles) which in practice will mean that they will go between the public wharf and the pontoon. Almost everyone with a big boat does this anyway but please remember to run a line to the public wharf.

For Saturday and Joe Walsh Down Harbour sailors, note 22 and 25 August in your diaries. On 22 August safety audits start at 9.00 am and run until 1.00 pm. The Skippers' Briefing for these series is on 25 August at the Clubhouse at 7.30 pm.

For Twilight sailors, it is not too early to note your diaries for the Skippers' Briefing on 29 September at 7.30 pm and safety audits on 7 October from 4.00 pm. There will be a sausage sizzle after the audits to make the whole process more of a social occasion. Having said that, the safety requirements have changed (again) so please make sure you check them on the web-site and give yourself the best chance of passing the first time.

Gordon McGrath
Commodore



Twilight Magic.



The 4th March 09 was a perfect but almost calm evening - since I was running a little late for the race = I opted for a beer on my veranda with - Eric - one of my crew ... and as the sun settled in the west - the stagnant fleet began to catch the little tricky puffs that seem to come up just as the day become night. I think there were quite a few DNF's that night but it painted a pretty picture.

Andrew Richardson

Twilights - "It still doesn't get any better than this..."

Dear Twilights

As winter releases its grip, the days grow warmer and longer, we are reminded that spring and the twilights are soon upon us.....

It is my great honour to be your Twilight Captain once again. To help with your preparation for the upcoming season we 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. Season Program and Sailing Instructions can be found on the club website at www.gfs.org.au.

The key dates are as follows:

Working Bee	15 August (from 0900)
Skippers Briefing	29 September 2009 (from 1930 – Bar Open)
Daylight Saving commences	4 October 2009
Safety Audits	7 October 2009 (from 1600 – BBQ)

Spring Series commences:	14 October 2009
Summer series commences:	9 December 2009
Autumn series commences:	3 February 2010
Last point score Race	24 March 2010
Special end of season race TBA	31 March 2010
Daylight Saving Ends	4 April 2010

Safety checks

There are two officially listed Safety Audit days. The first is the 22 August 2009 (from 0900) The second is the 7 October 2009 (from 1600 + BBQ) This year we will not be running the Entree series as we have done in the past. Instead, the first Wednesday will be set aside for Safety Audits and a BBQ. I would encourage all who are looking to participate in this years twilights and who require a Safety Audit to attend. Skippers wishing to race must have an audited Special Regulations Equipment Compliance Form accompanied with Insurance. Failure to do so will result in no points being awarded in the respective boats point score.

Skippers briefing

The twilight skipper briefing is 29 September 2009 (from 1930 – Bar Open). We are looking again to have our guest speaker Lister Hughes from the YA take us through the rules. We will brief him that we would like the focus to be on our courses, rights around the islands, starts and safety on the water.

We cannot emphasise strongly enough that everyone who is looking to sail the twilights should attend this briefing.

Twilight Team

There are always roles vacant for those who would like to assist with the running of the Twilights. If you are interested please do not hesitate to contact me;

Starters – Gluko Twins

Caterers from Double D café – Deb & Dah

Start buoy setters- Geoff Lucas

Social Secretary – Maree Van Bellen

Handicap setter – Harvey Porter

Auditing – Rod Stewart

Duty Roster co-ordinator – Position to be filled

General fix-it man and computer operator – Harvey Porter

Food and Wine

Maree Van Bellen (Soul Sister) has kindly taken on the role as Social Secretary. It is a privilege to have her on board. Whilst there may be some minor tweaking at the edges, we are looking to continue with the same successful format as last year. The quiches and salads proved popular and the Backvintage wines from our sponsor were a big success.

Many of you will remember Maree who was largely instrumental with Janessa and Ross for the huge success of last seasons social night “Tack & Jive on the Deck”. We will keep you posted on developments for the clubs social nights.

Duty Crew

Despite the wonderful catering work carried out by Double D café, we still need the support of duty crews each Wednesday. 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

The courses have been revised this year. Harvey is just making the final adjustments to them. Please keep an eye out for these changes.

Divisions & handicapping

A lot of work is going on behind the scenes to determine the divisions and handicaps for the 2009/10 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.

Depending on numbers we are possible looking at including an extra Division this year. It is anticipated that this will be for the Etchells. It will however depend on final numbers. This may mean some changes to the start times. Please refer to your race instructions.

Starting procedure

This year there will also be a change to starting procedure with flags at 5,4,1 then sound signal to start. Please refer to your sailing instructions for more information.

Division Colours

Division colour backstay flags are to be displayed whilst racing. It certainly helps make it clear what division boats are racing in and can avoid unnecessary race tactics against boats not in the same division. For those boats who require one, they are available from the office.

Membership fees and insurance cover

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 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. Everything is shaping up

well for a great season of racing and socialising. Every Wednesday during the twilights I constantly remind myself..... "It still doesn't get any better than this....." See you on the water.....

Regards

Michael Armati
Twilight Captain

Sailing Secretary Report - Start 2009 - 2010 season.

It's here - the 2009 – 2010 Sailing Season. Many GFS changes need to be absorbed – some new courses, starting procedures, divisions (especially Twilight) and safety regulations.

Please read the Sailing Instructions carefully when they arrive to note the changes from the previous year. Also, the same applies to courses as some Course Numbers may differ. Some new Twilight courses have been added which are also applicable for Saturday racing.

Safety Audits are mandatory BEFORE you race. The days for these are set down in the season program for both Saturday and Twilight yachts. **If you haven't passed your safety check you will be regarded as a non starter.**

Check the AYF requirements in the RRS 2009 – 2012 'Blue Book' – many safety items are different. Please note new medical kit requirements and fire extinguishers –two years from date stamp as well as others. Hopefully the form to download has either been emailed or placed on the internet. To allow an expedient check, all the required items are required to be laid out on your boat and the form checked off prior to picking up an auditor at the club on the designated day.

Changes to Sailing Instructions are varied. Please read carefully! For example Saturday and Twilight starts will now all follow the pattern –

- Division Signal – Division coloured flag raised
- + 1 minute - Preparatory Signal after – I flag raised
- + Further 3 minutes - Warning Signal – I Flag dropped
- + Further 1 minute - Start Signal - Division flag dropped

For Twilights, the sound signals will only occur at each start signal (to minimise noise) as well as the initial 'on station' sound signal. Sounds (HAHA) confusing but at least the flags should help you understand your timing for the start when you are accustomed to them.

Please endeavour to attend the relevant Skippers' briefing, where changes to the RRS, Safety Requirements and Sailing Instructions will be highlighted and hopefully explained.

I wish all GFS competitors the best for the up-coming season.

Changes to Sailing Instructions

Please carefully check the Sailing Instructions when you receive your copy. The sections mentioned below have significant changes. These changes need to be read in conjunction with the other parts of each section (indicated by the numbers below) of the Sailing Instructions..

4. **Entries.**
Special Regulations Equipment Compliance Forms must be lodged before the first race sailed by the yacht in the current season.
7. **Divisions and Classes.**

Yacht divisions and classes are defined by coloured flags which are used as their starting signal. These are listed in order of starting.

<u>Saturday</u>	<u>Winter</u>	<u>Down Harbour</u>	<u>Twilight</u>
Etchells Class (Green)			Red
Division One (Blue)	Blue	Blue	Yellow
Division Two (White)	White	White	White
Division Three (Red)		Red	Green
			Blue

9. Start Line.

If the club buoy is missing, when starting from the Clubhouse, the start line will be set between the flag mast at the Clubhouse and the flag mast on the north western corner of the Sea Scouts shed on the Hunters Hill shore.

10. Courses and Course Signals.

Course Signals.

Twilight Courses – Clubhouse start

The course number for Red Division will be displayed on a red board, the course for Green Division will be on a green board, the course for **Yellow and White Divisions on a white board** and the course for Blue Division will be on a blue board.

Saturday Courses – Launch (Code Flag 'Q') or Clubhouse start

The course number for the Etchells Class, Division 1, Division 2 and Division 3, where applicable, will be displayed on a red board with white numerals.

When Divisions 1 and 2 are combined the start will be at the Division 1 start time. A Blue Flag will indicate the Division 1 course is to be sailed and a White Flag the Division 2 course is to be sailed.

Winter Courses – Clubhouse start

The course number for Division 1 will be displayed on a blue board, for Division 2 a white board and Division 3 if applicable a red board. **If one division only is sailed, the course number will be displayed on a green board.**

iii. Twilight Point Score – Scratch Start.

Please read this carefully in the Sailing Instructions !!!!!

Note: To minimize noise in the vicinity of the club, Sound signals will only occur at the start of the flag sequence and thereafter at the warning signal and start signal for each division.

iv. Saturday Summer Series – Combined Fleet Handicap Start .

Handicaps will be assigned and communicated to competing yachts prior to the start of the Summer Series.

PT (1.15pm)		Club Pennant raised	
		Sound Signal	
PT + 5 min	Warning Signal	Yellow Pennant raised	
		Sound Signal	There will be NO further sound signals
PT + 6 min	30 minute handicap yachts' Preparatory Signal	#30 displayed	
PT + 7 minutes	Start 30 minute handicap yachts	#29 displayed	
Then at 1 minute intervals until all competitors have started	Each yacht's Preparatory Signal will be the appearance of the number corresponding to the yacht's handicap		
	Each yacht's Start Signal will be the appearance of the next number after the yacht's		

handicap

Automatic handicap adjustments will be made after each race as follows

- 1st placed yacht handicap reduced by 3 minutes
- 2nd placed yacht handicap reduced by 2 minutes
- 3rd placed yacht handicap reduced by 1 minute
- 4th placed yacht no change to current handicap
- 5th placed and other finishing yachts handicaps will increase by 1 minute

Note: Etchells may still race as a class with a scratch start, this will be communicated to participating yachts prior to Summer Race 1.

12. Starting Rules.

a RRS. Rule 30.1 applies at the start.

b Yachts are requested to keep clear of the starting line from the warning signal.

c Yachts sailing in the starting area prior to their preparatory signal (**Code Flag 'I' raised**) must keep clear of all yachts sailing after their preparatory signal. Yachts not complying may be protested.

d After its preparatory signal no yacht shall cross the starting line from the direction of the first mark. No 'dip starts' are permitted - Code Flag 'I'.

e The starter will remain on station for 15 minutes after the last start. No yacht will be recorded as a starter after that time.

f The procedure for Handicap Starts outlined above modifies rule 12(c).

26. Special Regulations.

I Prohibited Areas

(ii) Spectacle and Snapper Islands

a. Sailing between the naval barges and their moorings/piles and between the barges or their moorings/piles and the shore at Spectacle Island is prohibited. **RRS Rule 19 applies.**

b. The area between the Western tip of Spectacle Island and the first of the naval moorings/piles to the North East is also a prohibited area. RRS Rule 19 applies.

c It is not permissible to sail through the area between Spectacle and Snapper Islands. This area is also considered to be an obstruction, not surrounded by navigable water, not a mark of the course. **RRS Rule 19 applies.**

d. The area between the Beacon Buoy and Spectacle Island is a prohibited area for all Club races. RRS Rule 19 applies.

**Ph
Flair**

Equipment Auditors

With the requirement for audits to be carried out and signed off by auditors accredited with the YNSW has come a need for the Club to have a team of auditors on which it can draw for annual audits and spot checks during the season. Due to individual commitments it is often difficult to field enough auditors on busy days, like the Twilight audit day, so the Club needs a number of people prepared to become qualified and be available.

There will be a course leading to accreditation conducted at Drummoyne Sailing Club on Thursday 10 September, in the evening. Accredited status is for one year and can be extended by attending a refresher course.

If you are interested to become an equipment auditor please advise either Rod Stewart or Phil Hare, or drop a note to the Club, before 3 September.

Equipment Audits

Please note that the equipment audits this year are on

- Saturday 22 August for the Saturday and Down Harbour boats
- Wednesday 7 October for the Twilight boats

It would help everyone if we all check our boat's equipment well ahead of time and make sure that all the items on the check-list are laid out in clear view on the day. Go into the YA NSW website and read the list of changes relevant to Cat 7 and be prepared. If you have questions ask them now, not during the audit!

The items that crop up on every audit occasion are:

- Fire extinguishers not in date
- PFD's not compliant (for Cat 7 Type 1 and 2 are permissible for this season)
- Medical kits contents

So ensure that at least these items are correct.

Please be aware that any boat without an audited and signed off check-list will not be awarded points in the point score.

A new GFS Equipment Audit Form will be posted on the GFS website shortly so please use this form for both the audits.

Audits must be signed by an auditor accredited by YNSW. You can't get your mate or the bloke next door to sign it off.

The audit on the 7th October will be a hectic event so I suggest you book a time the week before. Although the programme says 1600 hours some of us will be there earlier.

All boat owners should also be aware of the Marine Safety (General) Regulations 2009 which set out the legal requirements for equipment to be carried by pleasure craft in NSW. The YA NSW regulations complement the legislation.

Personal Flotation Devices (PFD) or "Lifejackets"

I have been asked what PFD will be accepted at the coming audits this year. The short answer is "See RRS (the Blue Book) 5.01, on pages 248-250", which is crystal-clear when you note the "Race Category" column, but for those who don't have the Blue Book immediately to hand the following might help.

Acceptable are PFD Type 1 and 2. Type 1 includes zip-up and buckle-up jackets with solid or foam buoyancy, and **for Cat. 7** the "Mae West" or over-the-head types **ARE** acceptable. Whatever the type the PFD must conform to AS 1512 or an equivalent more stringent standard (it must be printed on the PFD).

Type 2 includes most zip-up or buckle-up jackets that have fixed buoyancy but don't necessarily support an unconscious person face-up. These PFD must conform to AS 1499 or an equivalent more stringent standard (it must be printed on the PFD).

Type 3 is not allowed. These are water-skiing vests of many types and colours.

For Cat. 7 all PFD must have marine-grade retroreflective tape and a whistle. They must also be marked with your boat name.

Important note

The above holds good into 2010 and part way through 2011, however you need to be aware that after July 2011 **ALL** PFD will have to be branded with their buoyancy capacity in Newtons (N). The minimum will be 150N, but 275N should be considered for the larger sizes among us. This will apply to PFD that have fixed or inflatable buoyancy. A quick look around the stands at the Boat Show showed that a lot of PFD are already being branded 150N, or higher.

Note the PFD must be branded by the manufacturer. If not branded the owner has the onus of proving that the buoyancy meets or exceeds 150N. Probably cheaper to buy new ones!

This is not quite the end of the story. A new Australian Standard AS 4758 is in the process of publication and YA will determine how that will apply to the Special Regulations when it is published by the Standards Association.

Remember that PFD are not just a GFS thing. They are a legal requirement under the new State Act that became law in March 2009. The GFS requirement complies with the Act and the Racing Rules of Sailing 2009-2012.

Rod Stewart
Safety Officer

Membership

There are still a lot of members who have not paid this year's fees. The Club works on a membership renewal date of the 30th June and therefore anyone who has not paid by that date officially becomes unfinancial. I know many wait until the Twilights start but GFS would appreciate payment as soon as possible.

Roger Gee
Membership Secretary

Interesting Aside

While riding a chair lift at Perisher in foul weather during a recent skiing holiday, I was discussing with a fellow passenger the way one can easily become lost in these conditions and how the new EPIRBS make ski touring so much safer.

This person, who I had not met before, then told me his job as a shift worker in Canberra, was to monitor the EPIRBS system and discussion then followed regarding the disposal of the old 121.5 analogue items.

He said that 95% of their alerts were through accidental triggering of the devices and many of these were being dumped with garbage in waste tips and subsequently being activated by pressure from surrounding fill.

All alerts have to be investigated whether at sea or over land and if one sees a helicopter hovering over a land fill site or garbage tip, it is likely a discarded unit has been activated. Apparently this happens quite frequently.

On my next ride my fellow passenger was a young lady who asked me if.....

Geoff Lucas
Vice Commodore

The moral of this story appears to be – **Ensure that EPIRBS are disposed of properly.** *Editor*

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>

GFS 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.

GREENWICH FLYING
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