

HUMBUG



Starting area warning

New caterers on board

Clubhouse looking good

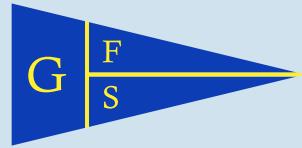
Membership matters



Greenwich Flying Squadron
Bay St, Greenwich
www.gfs.org.au

HUMBUG

October 2015



Commodore: David Edmiston

Vice Commodore: Pam Joy

Secretary: Pam Buchanan

Treasurer: John Veale

Membership Secretary: Roger Gee

Sailing Secretary & Saturday

Captain: Phil Hare

Twilight Captain: Andrew Limmer

Safety Officer: Julian Todd

Social Secretary: Glenda

Cameron-Strange

Clubhouse Manager: Mark Rhodes

Liquor Licensee: Michael Murphy

Webmaster, Handicapper & gdb:

Harvey Porter

Humbug Editor: Tim Kannegeiter

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Image: Greg Lake

Our gem of a club

Under no circumstances should anyone share this newsletter with anyone outside the club. Why? If you do, the secret might get out. I think we can all agree, that in the Greenwich Flying Squadron, we have the best kept secret in Sydney.

This club is a true gem, something to be treasured, and it was why I agreed to become the editor of *Humbug*. I wanted to become more connected to get to know it and its people better.

Like many people, participating in Twilight sailing and socialising on the club deck afterwards is a highlight of my social week. But the nature of this treasure is so much more than that.

For me, it is a combination of factors. There are many sailing clubs in the harbour, but few like ours. A large active fleet of over a hundred boats, but it retains the feel of a small club. Everyone volunteers to help out and there are no poker machines.

The sailing is edgy, you never know what is going to happen and, thanks to *Humbug*, anyone can win. I like that. *Humbug* is a true delight, something that connects us all and makes our club almost unique in Sydney, if not the world. Love it or hate it, most of our stories revolve around this great leveller.

Usually, everyone has a splendid time but when a southerly buster comes through we realise that we are mostly true amateurs – like the original Olympians of course. Yet we are professional in the way we run the club.

The location is obviously great. Watching the sun set over the Lane Cove River sets the scene as we return to the club. The twilight colours that shimmer on the water as we row our dinghies back to shore delights the artist in us all.

The light-hearted banter starts as the bow of a huge Black Division yacht looms over my dinghy as we try to get into the pontoon. I call starboard on them. On the deck, the smoke



from the heating BBQ plates announces the start of the evening's festivities. What follows is just enjoyable, in the true sense of the word. Getting to know people from all walks of life is perhaps the true nature of what it means to be a club, and we do it so well.

Afterwards, I stagger up the stairs to Robertson St, filled with a great sense of contentment, of having lived life to the full for at least a few hours.

When I look over other parts of my life and over the years, there are very few occasions in life where all the factors come together in such perfect harmony. It's hard to articulate just what makes this club so special but I would love to hear your thoughts on this, in your own words. Feel free to wax lyrical and send me something.

I'm not a participant in the Down Harbour sailing or the Sunday sailing (yet), so I would love to hear from others about the beauty of those events. Likewise, if you have had some sort of experience related to sailing or the club you would like to share, do please send it in.

My email is timkannegieter@gmail.com.

Tim Kannegister
Humbug Editor

Maintenance report

by Mark Rhodes

I just wanted to communicate to members that the guys that come down here for those working days, it's often the same wonderful faces. It's a real camaraderie that's created by people who get involved.

If you don't know a lot of people down at the club, it's a great way to meet a few of the more active members. I came down here this morning and the same faces kept appearing. It's really heartening. Some are missing through various good excuses, which is a shame.

So, my role is clubhouse manager and it's my second stint. I did it for several years probably 15 years ago and then I've slipped back into it again to get off another committee.

My work involves the complete management of the club, dealing with the council. Anything to do with sewer, services coming into the place, the storage of various members' equipment, dinghies, sails, all that sort of stuff. A very important part of the role is replenishing the members' fridge. That members' fridge, I think last financial year, I put about 90 odd cases of beer through that. We made \$3,001 profit for the last club financial year, which is pretty cool.

The great thing about this club and about that club fridge, it's on an honour system and I know how much beer goes into it. We usually end up pretty well bang on the amount of money we should clear at the end in profit, which is really good.

As for the maintenance aspect, I prepare a list of jobs that have to be done. I get down here early, buy necessary supplies, and be ready for people to arrive. Then there's a lot of tasks. The first guys that get down here are the smart ones because they get to choose - you get to choose your own task. If you've got an empty sheet with no names on it, you can choose what you want to do. My advice to anybody wanting to come to a working day is to come down here first.

So, what's on the list? At the moment, it's just been mainly cleaning and tidying. On some working days, we've had more building and painting and all that sort of stuff to do. We've been complimented by the council who look after a lot of clubhouses. We rent our club from the council through a lease and they consistently tell me when I meet the guys from council facilities, and their building guys down here, they reckon we've got the best maintained clubhouse in the municipality. This is a point of pride for us all because it's a contribution by all the members who get involved and do it. It just says a bit about the club and their attitude to it.

There was a GFS Working Bee held on 22 August. The usual spring clean tasks included cleaning and washing of walls, windows, furniture and the like. The various rooms such as the inner store room and sailing office were tidied up.



Some other tasks included:

- pontoon - carpet replaced and fenders cleaned
- main deck - oiled
- dinghy trolleys - axles and caster swivels lubricated
- flagpole - lowered and cleaned, black trim repainted
- padlocks and locks - checked and lubricated
- RIB - cleaned, trolley tyres checked and inflated
- Pegasus - brought into clubhouse, cleaned and checked
- rear pump room - door latch repaired.

Since then we have been busy with catering improvements:

- additional commercial dishwasher
- additional glass doored food fridge
- commercial oven
- upright freezer in store room.

A video of the working bee has been uploaded on YouTube:

<https://youtu.be/G-Dg3MzP6uM>.

The only big job we've got outstanding that we're going to have to address is the ramp down to the pontoon. There are a few things we've got to look at there, with a bit of deterioration of the timber. In the recent past, we've already replaced the deck. The council is looking after the sewer system, so that's okay. We've replaced the internal floor. The roof is all good. That ramp onto the pontoon is really the last thing left to do for us for a while.

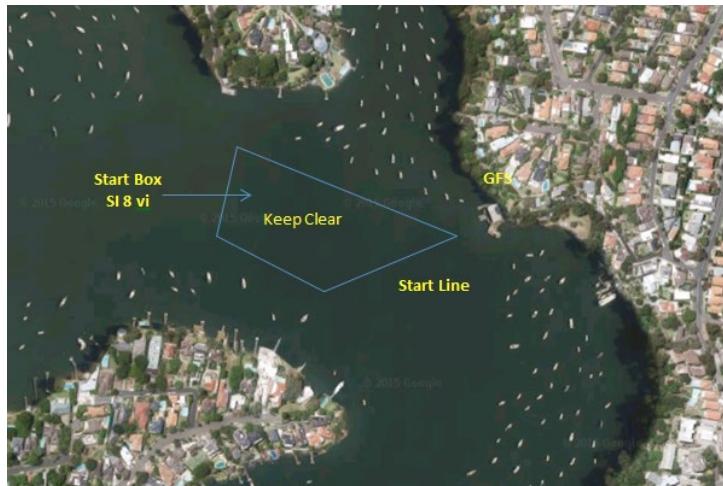
Thanks to all the guys that come down here.

Mark Rhodes
Clubhouse Manager

Safety Report

The main change from the racing instructions for last season is the following:

GFS Twilight Starting Area



Skippers need to keep out of the "start box" and keep clear of the 5.40pm ferry this season (as they did last season).

To allow movement of vessels (competitors, ferries and non-competitors) during Twilight starts, a start box / exclusion zone will be in place which will be defined by marks. The box will be bounded by the start buoy and clearance mark laid off the clubhouse and approximately 20 metres south from Northwood wharf and a similar distance north of moorings on the Woolwich shore. Yachts are to keep clear of the start box/exclusion zone until five (5) minutes prior to their assigned starting time.

Julian Todd
GFS Safety Officer

FOR SALE



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2015/16 Sponsors

Thank you to our sponsors for their generous support for the upcoming 2015/16 season. Each issue of *Humbug* will highlight two of our sponsors as a way of promoting their businesses and to thank them for their support for the Greenwich Flying Squadron. In this issue the focus is on BackVintage Wines and Birchgrove Yacht Service (the full list of sponsors is on the next page).



BackVintage Wines, a 5 Star Rated Winery (Australian Wine Companion 2012), was established in 2003, and delivers its hand selected regional wines direct to the public, offering quality, value and convenience. Wines are sourced from multiple vineyards in Australia and New Zealand, with their preparation and bottling supervised by BackVintage. These are independently selected by Nick Bulleid, an Australian and international wine judge and one of only 312 Masters of Wine in the world. Winemaker, Mike Farmilo, is a former senior red winemaker for Southcorp, with a string of accolades including Penfolds Grange, Magill Estate, Bin 389, St Henri as well as two Jimmy Watson trophies. Discover BackVintage Wines: www.backvintage.com.au

Birchgrove Yacht Service

Birchgrove Yacht Service carries out regular services on both power and sailing vessels. Work berths, slipways and a waterfront workshop enable efficient and thorough onsite servicing. The company also specialises in boat and yacht sales. You can find Birchgrove Yacht Service at 1-3 Phoebe Street, Balmain. Phone Alan Clarke on 9810 6267 or 0424 735 164 or email gbme@optusnet.com.au.

Full list of sponsors and their support for 2015-16 GFS:

- **Back Vintage Wines** is providing wine for prizes plus subsidised wine for sale at the twilight event.
- **Birchgrove Yacht Service** is servicing Pegasus.
- **Doyle MacDiarmid Sails** will continue with sponsorship of hats, t-shirts and sail bags and contribute to the Christmas raffle.
- **Helly Hansen** is contributing prizes for the spring and autumn series and will be working with the club to deliver GFS branded T-shirts.
- **Joe Walsh Rigging** is providing prizes for the divisions of the Down Harbour Series.
- **Noakes** offered antifouling on Pegasus plus a 10% discount for GFS members.
- **Robert Oatley Vineyards** is providing prizes and a Christmas raffle. Members can also purchase wine at wholesale prices.
- **Zjoosh** will continue to provide lucky dip prizes.

WARNING - insurance depends on membership renewal

Membership fees were due end of September and, if you have not paid, they are now overdue. It has come to The Committee's attention that membership and insurance may not be continuous if GFS members pay after September. YA has moved over to a new system of payments by clubs, and instead of charging GFS, and for that matter every club, for every individual member they now define GFS as a club with 400-450 members as at 30 September and bill the club a fixed amount.

Under their rules they wipe the slate clean of members and then use the list GFS provides them at the end of September. That means that if GFS receives a late payment after the member list download, that member will not be covered until the YA database is updated by me. At the recent committee meeting, it was decided that updating would be done monthly.

I hope that makes sense, so be warned. To have continuous YA you needed to have paid your membership fees before the end of September. Don't forget to get your regular crew and other family members enjoying the facilities to complete an associate membership form.

Happy sailing!

Roger Gee
Membership Secretary

New Catering Team at GFS

The Committee has been busy over the winter break making new catering arrangements for the Twilight Series.

The feedback from members in the Twilight Catering Survey was instrumental in the brief we put together to find our new catering team. The feedback was essentially that members overwhelmingly liked the existing “cook your own” format, however there were a number of constructive suggestions made to improve the quality and variety of the offering, in particular the provision of some vegetarian options and some pre-prepared meals.

We received three very high quality proposals to provide the services for this season. Following review of the proposals and interviews with all the candidates, we are pleased to advise the appointment of FOODZ by ML.

Foodz by ML was established by Mary-Louise Brandtman (ML) over 20 years ago and is a lower North Shore-based catering company committed to supplying its clients with professional, fun and realistic food and service. It was evident through the interview process that ML understood the unique ethos of the club we have for the Twilight events and her proposal reflected a strong desire to maintain and enhance this ethos. ML will be ably assisted by Frank Lauc in overseeing the service provision.

Part of the new offering will be the ability to pre-order vegetarian meals. More to follow on this process prior to season commencement!

To assist the new catering team in their endeavours, the Committee has worked with ML and Frank to identify required upgrades in the kitchen area, including a new upright freezer for food storage, a new microwave, a commercial-grade dishwasher and upgraded fridge facilities. It is expected that most of this work will be completed by the commencement of the Twilight season, which should greatly enhance the ability of the catering team to provide an outstanding service to members. It will also of course enhance the facilities for use by the broader club fraternity.

We are excited to present this new offering to members and look forward to welcoming ML and Frank to the GFS team. Visit: www.foodzbyml.com.au to see their mouthwatering website.

Andrew Limmer
Twilight Captain



70 years with the club

At the AGM, Greenwich Flying Squadron patron, John Notley, gave a speech outlining his involvement over 70 years with the club.

I first started sailing here in 1944/45, with my younger brothers, Peter and Richard Notley, who were twins. We first sailed VJs, then we went to the 12-foot skiffs. I sailed an old 12-foot skiff, the Reform, as a sheet hand then we took over the Ajax from the Barnetts. We sailed right through the '50s.

We were all very active in the club and we decided we needed an extension. So the side of the cub, housing the junior boats, was built by Robert White in front of the Lee's property, now the Tierney's house. That was the community of this club. We've always worked very hard.

In 1959, I left the club temporarily and went sailing 18-footers, although my brother Dick stayed on here for a few more years until about '61. Anyway, in '62, I got shipped off to Western Australia for four years at a blue asbestos mine.

I returned in 1966 at a very crucial time in the club's history. On my return, I was talking to the Lane Cove Mayor, Ted Griffith, who was a friend of mine and also a great sailing bloke. He was concerned that the club was going to be closed by council because at that stage the club was having more parties than sailing.

After discussions with Ted, I got together with Jackie Will, who was another old member, and Rick Hayatt, whose kids were sailing sabots. We decided we'd better do something about this. We talked to Ted and we formed a committee. We convinced the council to delay any decision.

We then changed the administration. We gave sabot sailing a priority and introduced a bluebird yacht division, much to the horror of lots of the sailing community around here who said we, "would last four or five years before being taken over by the yachts".

We said, "No, that's not right. They will be a great mob and we can't run the club without seniors". When I came back here, there were all junior kids trying to run the club.

Of course, the yachts went from bluebirds only, which were very successful in state championships, onto nothing over 30-feet, but that soon disappeared. We went to two divisions then three divisions.

I then brought the Ajax back, which had been taken over by Jack Scope who had rebuilt it. I met him up at the pub when I came back and bought it back for \$200. I then sailed the Ajax here for 21 years.

Over the years, we did some further clubhouse extensions, where the kitchen and bathrooms now exist. In '75 to '79, we formed a building committee with Bill McDonald, Bob Campbell-Burns and myself, and we spent about four years discussing with the council about extensions. Fortunately, the council came to the party. Over this period,

they made Bill McDonald, Bob Campbell-Burns and myself life members. That's how I became a life member, through that.

We approached council for a loan. I can still remember going to the old council chambers upstairs - that was our town hall - and asked for a loan. It was \$40,000 and the council said, "No, we won't give you a loan of \$40,000. We'll give you a loan for \$20,000 and we'll provide the other \$20,000 to build the club." That was a great result that we had with them. In 1991, we put in the sewerage.

I stopped sailing *Ajax* here in 1998 and I then went on to running the historical skiffs. GFS tossed me out in 1995 because they needed the space and I wasn't sailing in a class. I eventually forgave the club. The *Ajax* is still in my garage and she's now on the National Heritage List.

This week has been very important to me because it is 70 years since I first started sailing here, 70 years since I first played Rugby Union for Gordon and it's 60 years last week since I was married.

I'd like to thank you all for giving me the privilege of holding this position. Over the years, it's really proved that we did the right thing back in 1967 introducing the yachts. It's been great the way you support the junior sailing. I know it is difficult here because Lane Cove and Greenwich Sailing club at the Point are very strong and active. I know how difficult it is at this site and I'd like to thank you all for keeping the junior sailing going. Congratulations to everybody for continuing the good work!



Ajax crew representing Australia in the Second Interdominion Championships in New Zealand 1958/59 showing (l-r) Richard Notley, Gavin Wood, John Notley and Peter Notley. Photo courtesy John Notley and first appeared in Greenwich Flying Squadron - The First 75 Years.