



GFS Twilight Racing March 2016. Photograph by Andrew Richardson, [Crossfire Photography](#)

Reminders

Crew membership

Don't forget to ensure all regular crew become **members of the club** for the 2016-17 season.

Life jackets

Due to a change in the maritime safety standards, vessels under 4.8m must carry a life jacket for every person, and after sunset life jackets must be worn by everyone on board.

Tables

There is a new club rule that tables are only allowed on the wharf after the last ferry has departed at 7pm.



Congratulations to **Chris Eddes** and **Rebecca Wiley**, regular crew on *Naughty Call*, shown above accepting their trophy for winning the NSW NS14 title at Easter this year on Botany Bay.

Thanks to all who voted in last issue's poll on whether to have a print or electronic format for *Humbug*. Over 80% voted for an electronic format, so we are back in your email inboxes by popular demand.

Commodore's Compass

This time last year we faced a few challenges and I am happy to report that we found satisfactory solutions to those challenges and had another good season at GFS from a sailing, social and financial perspective. The two main challenges were maintaining a viable junior sailing fleet and finding new caterers for our twilight function. I am happy to report that the new caterers, Foodz by ML, are happy to continue for the coming season but there are increased costs associated with providing the service level and food quality members have come to expect. As we are operating on a very thin margin we will have to raise meal prices modestly in the coming season.

Last year I appealed for a member to step forward and take on the role of Rear Commodore and Junior Captain.



Rich Imlay (R) being presented with the Queen Elizabeth II Silver Jubilee trophy by outgoing patron John Notley (L)

As we had no nominations, existing members of the Committee volunteered for a roster. Soon afterwards **David McClean**, a YA accredited trainer, was referred to us. David was well known to some committee members and we came to an arrangement for David to look after the junior sailors and provide support for the Sunday Laser sailors.

It is my wish that David be engaged again in the coming season to make the role of Rear Commodore Junior Sailing less taxing than it was when **Rich Imlay** was doing it alone. We belatedly recognised the huge contribution Rich had made to GFS junior sailing over many years with the award of the 2016 **Queen Elizabeth II Silver Jubilee Award** at our last prize giving. Other support was provided to junior sailing with the purchase of two quality fiberglass sabots as club boats and taking our appropriate insurance for these club boats.

With great sorrow I advise that our new club Patron, **Hans Kannegieter**, passed away on September 18. After over 40 years of membership at GFS Hans was elected Patron at our Annual General Meeting this year. He accepted the role with great grace and courage and just a few of us knew the effort he made to be able to attend the Annual General meeting and pass the vote of thanks to the retiring Patron John Notley. Hans will be well remembered at the club and will be listed on the soon to be commissioned honour board for GFS Patrons. Our sincere condolences go out to Beth his wife, his family and good friends for their loss. A full story on Hans' long association with sailing on Sydney Harbour is later in this newsletter.

The Commodore's special thanks for a successful 2015-16 season goes to:

Outgoing GFS patron: John Notley.

GFS committee and other invaluable volunteers: John Veale, Pamela Buchanan, Dion Weston, Roger Gee, Mark Rhodes, Andrew Limmer, Glenda Cameron-Strange, Iain Suthers, Phil Hare, Pam Joy, Elaine Edmiston, Julian Todd, Harvey Porter, Mike Murphy, Tim Kannegieter, Maree and Adrian van Bellen, Al McIver, Bill and Tim Wilson, John Woods, Geoff Lucas, Keith Tierney, Chris Gaskell, and all GFS race starters and safety auditors.

GFS sponsors: Helly Hansen, Back Vintage Wines, Robert Oatley Wines, Doyle Australia (formerly McDiarmid Sails), Joe Walsh Rigging, Noakes and Birchgrove Yacht Services, and Zoosh.

A warm welcome to:

New committee members: Rob Ridley (Rear Commodore Junior Sailing) and Chris Gaskell (Membership Secretary).

Editor's Quiz

Can you dig up clues in the articles below? Scroll to the end for answers.

1. Which GFS member has recently launched a book? What is the title?
2. What is a marlinspike named after?
3. In what year was Harvey Porter awarded the Queen Elizabeth II Silver Jubilee Australia 1997 Trophy?

GFS News

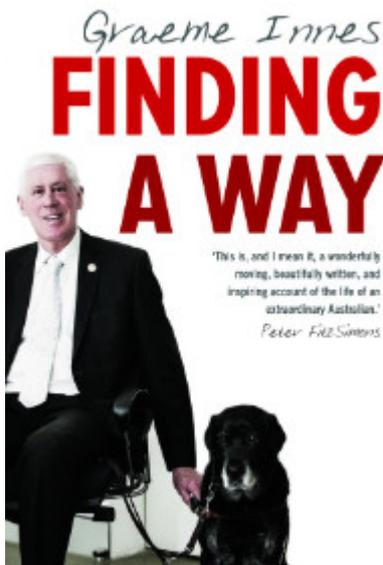
GFS on Facebook

A GFS Facebook page has been launched. You can access the page [here](#). Our Facebook page will be used to connect people looking for crew. If you need occasional crew or are willing to take on people looking to sail, please follow this page. We will be encouraging casual sailors or potential club members to do likewise. If you need a crew member at the last minute, a Facebook post is a good way of letting people know.

GFS member making boating safer

Member **Julian Todd's** safety card, first published in the December 2015 issue of *Humbug*, was featured in the June 2016 issue of *Afloat* as "a simple solution to help make boating safer", and also earned an honourable mention at this year's Commodores Conference.

To promote the safety of skippers and crew, members are required to carry a completed safety card on board during the 2016-17 season. A new and improved version can be accessed [on the GFS website](#). There have also been some changes to the Cat 7 form, which can be accessed [here](#).



Book Launch

GFS member **Graeme Innes** launched his book *Finding a Way* in July at a function at PriceWaterhouseCoopers. You can read more on **Graeme's website**.

Sailmaking meets the modern age

Phillip Lambe reports on how sail making has changed over the years.

After tearing our No.1 genoa on Blue Chip, Mal and I took ourselves down to Caringbah to see Ian Short about a new sail. After looking at a number of brands of sail cloth, and with Ian's advice for a 30ft racing boat, we settled on Dimension Polyant Black Pertex Laminate. In comparison to other sails in the loft, which were destined for 40- or 50-footers, our genoa is a modest 24 square metres.

Sail cloth chosen and prices sorted, we asked Ian to run through the process of making sails these days. My last visit to a sailmaker had me looking at chalked outlines on the floor. These days, like everything else, it is done on computers. The sailmaker calls up a sail plan from his online sources. He can load the plan into a 3D program and view the sail in all directions of wind. He can adjust the cut to suit various conditions.

Once he has decided on the cut, he zips the file and sends it to the loft where the sail fabric is located. In the loft, they use the template to cut the cloth in a way that maximises the strength. They sew and glue up the head, clew and tack, then send the panels to the sailmaker by courier. The sailmaker uses a sophisticated hot glue gun to glue the seams together. Finally, the seams are sewn through and the sail is spread out on the floor and left to cure for several days.

Master sailmaker Shane Guanaria from GFS sponsor **Doyle Australia** will be opening his loft to members on Tuesday 8 November. See the club noticeboard to secure your place (limited to 30 people).



The marlinspike was originally called a marlinespike, after the line it is used to loosen knots in. It was not named after the marlin fish, in fact, the fish was named because its pointed nose resembled the sailor's tool.

The man from Zuiderzee

In August 2016, GFS appointed a new Patron, Hans Kannegieter. Unfortunately Hans passed away in late September. In this article, Tim Kannegieter describes Hans' background and long association with sailing around Greenwich



Hans sailing as sheet hand on *Quest*



Zest under sail

In 1951 a young Dutchman touched down in blistering 40 degree heat in Cloncurry, outback Queensland. In those days the aircraft from Europe had to make several stops before reaching Sydney. Surveying the parched and barren landscape from under the proverbial hot tin roof, the scene was nothing like his imagination of Australia and so alien to the soft green landscape of Bussum, the village he grew up in.

Years later Hans Kannegieter reflected that if there had been a plane going back the other way he might have got on it. But a few hours later he arrived in Sydney to begin a new life after escaping the hardships of war torn Holland and the following famine years. His departure had more than a little to do with his impending conscription for national service for which he understandably had no taste, having witnessed that which no person should.

With qualifications in Fine Arts, better known now as Graphic Design, Hans soon landed a job with the department store Farmers. Naturally he had to work closely with the copy writers, one of whom was named Beth. Romance blossomed and they were married in 1954 and settled in Greenwich, where Beth had been born.

Hans was welcomed into the Tierney family and when Beth's brother Keith found that Hans had learnt to sail on the Zuiderzee, the inland sea in the northwest of the Netherlands and the lakes near Bussum, it wasn't long before Keith talked Hans into joining him on a gaff rigged 16ft skiff called *Zest* that he had bought. The year was 1956 and would mark the start of his 60 year association with sailing in and around Greenwich.

The Greenwich 16ft skiff sailing club was located at the northern end of the park leading from the Greenwich Point Ferry wharf, directly opposite humbug. Whenever they wanted to take the boat away racing, they would have to lug it through the park to Mitchell Street near the wharf.

A year later, they upgraded and went part shares in a new 16ft skiff also named *Zest*, with friends Arthur Foster and John Goddard. This new boat had an innovative new 'Marconi' rig, which had a single mast instead of a gaff rig – the configuration of the modern yachts we use in the club today. Although originally called a Bermuda rig, (this being where it was invented), the new rig was commonly referred to in those days as a Marconi, because the stays resembled the wireless radio masts invented by Guglielmo Marconi.

Another innovation in the newer version of *Zest* was the cedar planking which was patterned in two directions at 90 degrees, rather than being parallel planks riveted together.

Hans and Keith sailed with the Greenwich 16ft Skiff Club for several years. The entry fee was five shillings to pay for trophies and the like. However, Drummoyne and Middle Harbour yacht clubs got poker machines and started paying people a pound to race. Soon the Greenwich club numbers dwindled from their peak of 15 boats to just a few, as people moved to the other clubs.

For another year Keith, Hans and the crew would sail from the clubhouse over to Drummoyne to race then sail back to unrig. To combat the decline of the club, the few remaining members changed the name to Greenwich Sailing Club and altered the constitution to allow junior racing. The members bought one junior boat and advertised that any kid turning up on Saturday morning would get a sail.

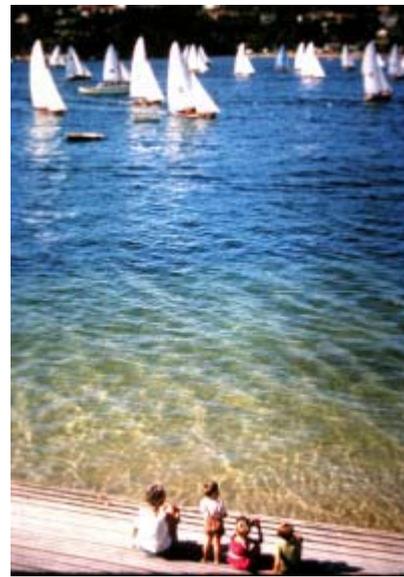
They soon had dozens of kids turning up for 10 minute rides. Parents started buying boats and quickly began running the club. One particular new member, John Kennedy, was very involved. He recognised a basic limitation of the club was that you still couldn't drive up to it. So by working with the Council the club was moved to the new site at Mann's Point and the old clubhouse was dismantled.

During this transition period, Keith and Hans finally moved to Middle Harbour themselves where the competition was much better. They raced against the likes of Ken Beashel, father of Colin who went on to race on *Australia II* in the 1983 America's Cup. They sailed there for many years and had many different crew over that time.

Perhaps Hans' most important crew member was his first child, Cathy. It was compulsory to have five crew on board and being light, Cathy made a great bailer. Everything was going well, until Cathy was one day washed overboard as the boat sailed on. They decided to go back for her, which was lucky for her children, who have now provided Hans and Beth with three great grandchildren. Club members will also be familiar with one of their grandchildren, Olivia, who frequents the club on a Wednesday evening. Over the years at Middle Harbour Hans sailed on a number of boats. This included a few years in the 18ft skiffs where he was sheet hand for the mayor of Manly, Bob Fish. At one stage he moved to Kiribilli to sail the 18-footers – the old Heritage boats. These were wonderful old boats, with spinnaker poles three inches round and heavy steel fins.



Rigging the gaff-rigged Zest at the Greenwich
16ft club at Greenwich Point



Kannegieter family watching new Zest sailing at
Middle Harbour

By this time his two older children Cathy and Nick had started sailing back at Greenwich Sailing Club and Hans and Beth became involved as parents back at Greenwich. John Kennedy was sailing an old Javelin there at the time. When he needed a new crew member Hans took up that opportunity. Hans described these as beautifully designed boats.

“They used to have an asymmetrical spinnaker with a chute in the bow. You had a cord in the middle of the spinnaker, and you just pulled that and the whole spinnaker would draw down into the bow.”

At that time the pair set their sights on the South Pacific Championships and for the occasion they built a new 14ft Javelin in John’s garage at the corner of Seaman and Bent Streets. They took the boat to Fiji where they proudly represented the club (without great success). However, rather than bringing the boat back they sold it there.

It was at this time, in 1973 that Hans started sailing at the Greenwich Flying Squadron when he joined Geoff Ottewill and Harvey Porter sailing a J24 called Grott, but also at this time Hans discovered his second great outdoor passion.

In 1973 Hans and Beth brought a farm at Wollombi in the Hunter Valley. Hans learned how to plough fields, raise crops, trap rabbits, build fences, tend cattle, fix machinery and a host of other practical and active skills that have come to characterise his life. Just a year ago, at the age of 85, Hans could be seen hopping over the 6ft high rails in the cattle yards to push a calf through the crush.

Fortunately for GFS, the strong friendships he had made sailing around Greenwich drew him back to the club when his long time friend Alan Grundy brought Mistrida and asked him to crew for him. Over the years Alan, Marion, Hans and Beth spend many happy hours sailing together, both in twilight races and also on many Squadron cruises to Pittwater and up to Lake Macquarie. He and Beth ventured up to Hamilton Island in 2000 together with Geoff and Rosalie Lucas and Dennis and Diane Lane to crew on Greenwich club members Lesley Colley and Barry Barber’s Sea Dancer in the Hamilton Island Yacht Race.

So Hans rejoined GFS and in addition to sailing, he contributed to the club in various roles including clubhouse manager for a number of years, organising memorable social nights including themed parties. A measure of his spirit is that he is the only person in the club to have ever been on the inside of the club’s septic tanks to fix the float valves that had broken.

In 1988 he finally brought his own yacht in partnership with his neighbour in Robertson Street, John Hurlstone. The boat was a Bonbridge 27 called Force Four, alluding to the four crew which included Beth and John’s wife Joan. Hans was still sailing Force Four, having bought out John’s half in 2004. Beth only gave up sailing in 2011 at the age of 80, when their son, Tim, took her place.

Over the years Hans has garnered an impressive range of silverware, including overall season wins. He has rarely been out of the top three places. Asked about the secret to success, he puts it down to having a feel for sailing and consistency – turning up to all the races with the same crew.

“I think the secret was learning to sail in skiffs. When you’ve got the sheet in your hand you can feel the wind and that’s how you get a sense of how the boat is going.”

His most memorable moment was being T-boned by another yacht with its bow ending up in the cockpit. On another occasion, he was returning from Goat Island when a large yacht from another division on its way up to Goat Island was hit by a gust and heeled over, resulting in their masts intersecting. The bow came about 2m out of the water and the other boat broke its forestay, but somehow *Force Four* kept its mast up and they finished the race.

In all the years of sailing large yachts, Hans had avoided the ignominy of landing in the drink until just last year. He was leaning over wire rails in the cockpit when the cording suddenly snapped and he went straight in, still clutching the wire rail. Fortunately his son Tim was on hand to haul him back on board, while his long time sailing mate John Wood took the tiller. Being dragged along behind the boat with the rest of the fleet watching was probably the most embarrassing moment of his sailing career and the Deck of Knowledge has added it to their long list of stories of people who have contributed to the club.

In addition to sailing and farming, Hans managed to find time to some work and ran a very successful graphic design business, Kannegieter Pty Ltd.



Hans in one of his last races skippering *Force Four* with Tim Kannegieter on winches and John Wood on main (Photo: James Kearney)

An owner asked a boat painter how long it would take to finish painting his yacht. The painter answered:

"Two weeks."

After four weeks, the owner asked the painter what was going on. The painter replied: "I meant two nautical weeks. Like nautical miles, they're longer."

Lane Cove Citizen of the Year

Congratulations to GFS member **Harvey Porter** who was named in May as the 2015 Lane Cove Citizen of the Year. Mayor Cr Deborah Hutchens presented the award, and praised Harvey for his active involvement with a number of community groups including a long history with GFS – beginning in the 1990s, when he sailed with **Geoff Ottewill** on his J24 *Grott*. Harvey also raced his own Hood 23, *Cariad*, before moving on to his current yacht *Out of Africa*.

In this time, he has held a number of positions on the committee including: sailing secretary, assistant secretary, and his current dual roles of handicapper and web master. He was awarded the Queen Elizabeth II Silver Jubilee Australia 1997 Trophy in 1999, and continued to provide outstanding service to GFS to the present day. Harvey has also been actively involved with Lane Cove Public School, Riverside Girls High School, Scouts, the Lane Cove ANZAC Centenary Advisory Committee, and the Lane Cove RSL Sub Branch.



Harvey Porter accepting his Citizen of the Year award

King of the River Laser Race Series 2015-16 sailing season

Rosalie Lucas reports on last year's Laser racing series.

A fun (but serious!) series of Laser races took place in late 2015 and early 2016. The idea for resurrecting interclub racing came from **Chris Sacré** of Lane Cove 12ft Sailing Skiff Club.

Each of the participating River Clubs took a turn at organising:

- | | |
|--------------------------|-----------------------------------|
| Heat 1: 17 October 2015 | Hunters Hill Sailing Club |
| Heat 2: 15 November 2015 | Greenwich Sailing Club |
| Heat 3: 24 January 2016 | Lane Cove 12ft Sailing Skiff Club |
| Heat 4: 6 February 2016 | Greenwich Flying Squadron |
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Lasers lining up for the start of Heat 4 by the GFS clubhouse (Photo: Kris Romuld)

Laser sailor **Iain Suthers**, on behalf of GFS, most generously and ably gave his time and expertise to liaise with the other three River Clubs during the organisation of this racing series. In true GFS style, a most enjoyable BYO BBQ, picnic and presentation took place on the deck following the final race.

At conclusion of the fourth and final race, Lane Cove 12ft Sailing Skiff Club was awarded the title “King of the River” and two trophies were accepted by **John Hunt** on the club’s behalf. Apart from sailing Lasers at Lane Cove, John crews for **Kris Romuld** aboard *Seascape* in the GFS Twilight Green Division. John also has past connections with GFS – he sailed sabots and Flying Elevens in the 1960s.

The two trophies awarded have been passed down from previous interclub Laser racing series: the NAC Blunt Shield for Inter Club racing among the four River Clubs – dating from 1961, and the Godkin Maidment Trophy (cup) – which is engraved “Donated by Capt. E. C. Godkin of Sydney and W. Maidment Esq. of Daru, Papua, 1934. To be competed for by the Greenwich 12ft Flying Squadron and Lane Cove 12ft Skiff Club”. The Godkin Maidment Trophy has been in the possession of GFS for many years. It was awarded each year, except 1942, until 1957. A second plinth will be added and engraved before the trophy is returned to the GFS trophy cabinet.

Individual trophies for 1st 2nd and 3rd placings were awarded to Laser sailors in the three divisions: standard rig, radial rig, and 4.7 rig. And LC12ftSSC's **Vicki Kornman** was presented with a specifically engraved “Queen of the River” trophy! This Laser event in its first year exceeded all expectations – as witnessed by the 40 or so Lasers lining up for the start of Heat 4 off the GFS clubhouse.



Lane Cove 12ft Sailing Skiff Club - King of the River Laser Competition, season 2015-16. Team winners (L to R): Richard Kornman, Allan White, John Hunt, Greg Cribbin, Vicki Kornman, Jeff Cribbin, Chris Sacré

Editor's Quiz Answers

1. Graeme Innes. Title: *Finding a Way*.
2. The line it is used to loosen (originally marlinespike).
3. 1999.

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