

Humbug - Spring 2017

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Greenwich Flying Squadron



HUMBUG



The race on 25 October was a real drifter with a spectacular sunset, making for perfect photography conditions. Pictured above are some red division boats. Try to guess where they are on the course

(answer at end). Don't miss the chance to enter your race pics in the [GFS Facebook Photo Competition!](#)

Commodore's Compass

Welcome to the first edition of Humbug for the 2017/2018 sailing season. Some of us enjoyed a very light West Harbour Winter Series and others participated in the popular RANSA Winter Wednesday, but it is good to be back at GFS for a new season. Many thanks go out to members who turned up for **Mark Rhodes'** [annual working bee](#), and to **Julian Todd** and the club equipment auditors who conducted the [annual inspections](#). Thanks also to **Julian Todd**, **Phil Hare** and **Pam Joy** for their work in organising material and conducting the annual compulsory [skippers briefing](#). I am pleased that the hard work **Chris Gaskell** has put into the membership role has been rewarded with timely renewals, particularly as members have [personal accident insurance](#) through Australian Sailing membership.

We are missing some old friends on the water, as **Brian Carrick** has sold *Peach Teats Velocity*, and **Harvey** has decided not to race *Out of Africa*. These two will be missed from the Twilight Green Division. On a personal level, I am pleased that in the Black Division, *Dump Truck* has found a Ker 11.3 twin in *Much Ado V* and there are two new J Boats destined to join the fleet.

Good luck and safe sailing!



David Edmiston - GFS commodore, is skipper on *Passion*.

Editor's Quiz

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

1. How many consecutive Sydney to Goldcoast races has *Ausreoskipper* and recent first place winner **Ian Creak** competed in?

2. New GFS patron, **Keith Tierney**, has owned two Sparkman and Stephens 37ft sloops. What were their names?

3. What is the sail number of **Bill McLaughlin's** refurbished Folkboat, *Folklore*?



This fantastic image of **Graeme Davey's** boat G-Whizz leading the GFS fleet past the Harbour Bridge was taken by member **Terry Daly**.

GFS News

Announcing GFS Facebook Photo Competition

Did you know GFS has sailed into the social media ocean? We have established a private [Facebook group](#): an online discussion forum for members only. You can

post photos or videos from an evening's racing, and make comments. Before you can post to the group you have to apply to join. Once approved, you can start posting images. Include a comment on your shot and the name of the boat/division you are in. The club will be awarding a prize for the best image posted from each week's race for a limited period. Weekend races are included but competition entrants need to be present to receive their prize, presented on Wednesday evenings. No photos of juniors unless you have written permission from their parents. The [Facebook group](#) can also be used to ask for help and send out information you think other members would be interested in. We know that every will communicate in a courteous manner at all times, abiding by the normal rules of good online etiquette. We look forward to your brilliant photos!

Birchgrove Wharf Upgrade

Twilighters and Saturday Sailors should be aware of the construction of a new wharf off Longnose Point, Birchgrove. The new wharf will extend a further 12 metres into the Parramatta River. Please Keep clear. A [diagram of the new wharf](#) is on the GFS website.



Birchgrove Yacht Service

Proprietor- Alan Clarke
1 Phoebe St. Balmain (P.O. Box 295 Rozelle 2039)
(M) 0424 735 164



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Introducing our new club Patron

As a young child scrambling along the foreshores around Bay Street in the 1930s, checking his fishing lines and traps, **Keith Tierney** would have had little notion that he would become the Patron of GFS nearly 90 years later. During the winter, the club unanimously voted to invite Keith to that honour, succeeding the late **Hans Kannegieter**. **Tim Kannegieter** reports.



New GFS Patron Keith Tierney loves fishing (left) and his second Sparkman and Stephens yacht, a 37ft sloop named Hullabaloo

New GFS Patron Keith Tierney loves fishing (left) and his second Sparkman and Stephens yacht, a 37ft sloop named Hullabaloo

A longer article detailing Keith's life on and off the water has been posted on the club website [here](#). For the time poor, a brief snapshot is below.

Keith grew up on and around the river, when Greenwich Road was still a dirt track with dairy farms dotted on either side. For most of his later life he has lived in a house directly overlooking the club. His first boat was given to him by Mr Flipo, the French Consul who lived at 10 Robertson Street. It was an 8ft snub-nosed cedar dinghy, clinker built, which he refurbished.

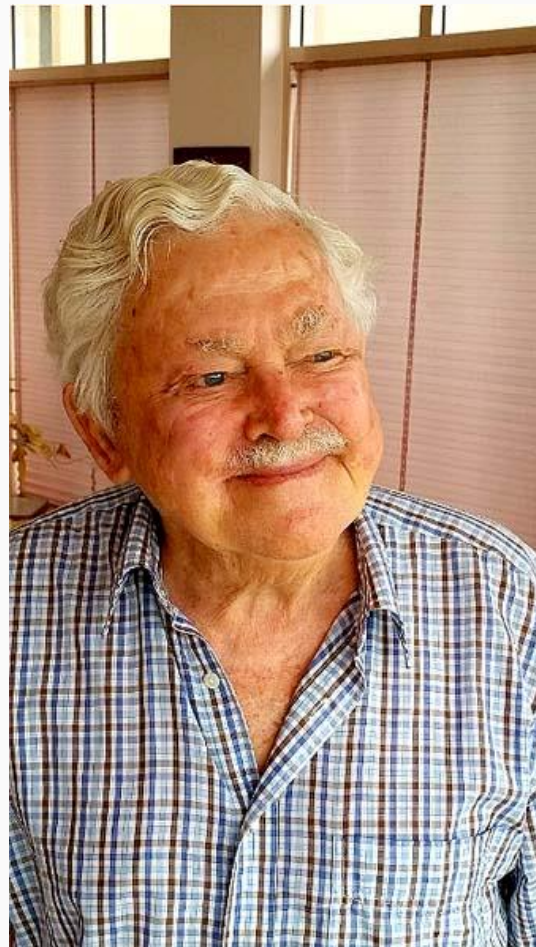
Keith's earliest recollection of the club was in 1936, at the age of eight, when his father Reginald took him to help grow the youth fleet. Initially he was a bailer boy in the 12ft sailing fleet and progressed to the "newfangled design" of the day known as a VJ.

Later a 16ft skiff club was established on Greenwich Point. Tempted by the prize money on offer, many of

the young sailors defected and sailed there for several years. During that time, Keith sailed with several crew including **Hans Kannegieter**, who married Keith's sister Beth, as well as **Alan Grundy**.

This crew remained together for many years, moving to Drummoyne for better prize money and later to the top club of the day: Middle Harbour 16ft skiff club.

His early career was with P&O as a cadet. For several years he worked in coastal shipping and was later offered a position as assistant purser on the cargo passenger ships. Keith stayed with P&O for about 10 years but wanted to do something on his own.



Keith Tierney in 1950 (left) and 2017

He brought a company called the Eastern Tasmania Fisherman's Cooperative, which had gone into liquidation, and began transporting lobsters to Sydney. For the next few decades, he worked seafood industry, including fish, prawns, and abalone – just about every seafood imaginable. Keith's business became large enough to attract the attention of global players, and eventually he sold out to Amatil, a subsidiary of British American Tobacco.

Throughout his working life, Keith kept up a keen interest in sailing, progressing into yachts. His first Hobart race aboard *Jasnar* in 1950 was a baptism of fire being “one of the toughest races ever recorded”. Keith ultimately went on to compete in 15 Sydney to Hobarts.

Around 1970, Keith decided to buy his first yacht, a Sparkman and Stephens 40-footer called *Kintama* and commissioned another Sparkman and Stephens yacht, a 37ft sloop named the *Hullabaloo*, which he raced for the next 12 to 15 years. He competed in the Mooloolaba to Coffs Harbour race many times, winning it once, and ventured as far as Lord Howe Island. Over this time he sailed regularly in the Cruising Yacht Club competitions.

Keith returned to GFS in 1995, part-owning his most recent boat boat *Arawa* – a Cavalier 28 – although this is now skippered by others including his daughter Susan. He now peruses the starts from his house directly above the club. However, Keith is still an active member of the club. Along with **Harvey Porter**, he has been setting the courses for the club for several years.

One of the things that Keith is passionate about is youth sailing at the club, which he says is the hidden backbone of any club, providing future generations of sailors.

“I am thrilled when I look down from our house each weekend and watch our own determined young Sabot sailors venturing forth. At such times I confidently feel that the future of sailing is in excellent hands.”



Member **James Kearney** provided this photo of *Red William* sailing back from Pittwater in September and the following report:

“The trip from Sydney to Pittwater was a cracker – delivering *Red William* to a yard for haul out – easy conditions in Harbour, but once outside conditions freshen and a howling nor-wester kicks in. Low seas, first reef in the main, full headsail, close hauled at hull speed with rail under on a single tack for three and half hours. *Red William* finally stretches her legs and charges upwind like a freight train. The stuff memories are made of.”

Ausreo wins Landrover Sydney to Goldcoast Race

Ian Creak has had his best result yet in the blue water classic Sydney to Gold Coast Race for 2017. Ausreo came in 1st in IRC Division 3 and second overall out of a fleet of 56 yachts. **Philip Lambe** reports.



Some of the crew of Ausreo at the presentation at Southport Yacht Club.
Doug Sturrock, Andrew Lelliot, Jim Lelliot, Ian Creak, Michael Pelosi in red shirts.

The race, over 384-nautical miles, is a prestigious race of the Blue Water Pointscore that culminates in the Sydney to Hobart. This year's competition was great tactically, with the boats leaving Sydney on Saturday 29 July in light winds from the northeast, unusual for this time of the year.

Ian has been making improvements to *Ausreo*, a Beneteau 47.7 cruiser, for a couple of years. For this race, he had a winning combination of crew, gear and tactics.

Andrew Lelliott acted as navigator and tactician. The course north involved picking a route far enough to sea to get the fresher winds, but not so far as to hit the infamous East Australian Current. *Ausreo* took a long beat to the northeast until just north of Taree, when the wind freshened and shifted more to the north. Throwing a number of tacks back towards the coast, they took advantage of the freshening breeze. By the time they neared South West Rocks, the wind started to shift east again, and so they tacked back to the coast and got a long lift up towards Coffs.

From here the breeze was on the nose, so to keep out of the current they tacked closer to the coast until, north of Yamba, the longed-for southerly arrived. Hoisting the S2 spinnaker *AusReo* made good speed towards Byron and Point Danger beyond. The foredeck crew of **David North** and **Michael Pelosi** were kept busy with **Nat Birt** trimming the big kite.

From Point Danger, on the border, the wind swung dead aft and they were rewarded with a square run to the finish line off Southport. **Andrew Lelliott** radioed in his estimate of the travel time to the finish at 1 hour 45 minutes. This earned him the prize for closest ETA from Point Danger to the finish. *Ausreo* finished 1st in IRC Division 3 and 2nd ORCI Division 3 and 2nd Overall.

Ausreo placed 31st on scratch. This was 50 miles ahead of *Komatsu Azzurro*, an S&S 34 and eventual handicap winner! She took two days, 23.5 hours, and three days, four hours to complete the race on corrected time.

Ian reckons this is an absolutely exceptional result, and is the product of chasing it for 22 consecutive races! In Ian's words:

'In the true spirit of IROC and IRC handicap system where you can race around with the boys on Wednesday and family weekend and then race and place on Hobart and Southport. Anyone can do it.'



Ausreo had the right combination of crew gear and tactics for a win.

The expression 'fly by night' has nautical origins. It is also the name given to a large sail which is used only to sail downwind, and doesn't need much attention.

The Story of Folklore

Why would you buy an old Folkboat? **Bill McLaughlin** shares his refurbishment experience.



Bill McLaughlin's Folkboat, Folklore, sail no. 7137

After ten years, we decided it was time to sell our beautiful Jeanneau 43, *Legende*. We were not using her enough, having pretty much given up cruising. Our cruising life started with a Compass Careel in the 60s. We have had over 50 years of cruising, in company with MHYC, BSC, GFS and CCC members.

But who can live without a boat? I have cruised and raced sailboats for all of my adult life. Over the last 10 years or so, I have been racing at GFS with, to name a few, *Arawa*, *En Y Va*, *Blue Chip*, *Wagara* and *Fire Fly* (**John Hurlstone's** boat). I have been a very active member of GFS for over 40 years: sailing, cruising, and a sometimes a Committee member. In 1976 – the year I joined GFS – I owned, cruised and raced *Cindy*, a 27ft Randal. Since then, we have owned a schooner (*Whimbrel*), two ketches (*Blue Peter*, *Sea Change*), two cutters (*Footloose1*, *Toolka*), and five sloops (*Windlass*, *Sofala*, *Footloose11*, *Jindavik*, *Shalimar*). Many were timber, one was ferro-cement. The other boats were fibreglass. In the 80s, I raced *Windlass* – a North Shore 33 – and in the 90s, *Jindavik*. I also raced offshore on RPAYC boats during the 70s and 80s. Salt water can get to you.

So when we sold *Legende*, I decided I wanted a strong little yacht, one I could easily single-hand, or Twilight race with our daughter Leigh, her partner Margie and our son Mark – a boat for family use. My friend Bill Elton owned an old Folkboat, *Champagne*, moored in Gore Creek, she was OK as a day-sailer. Bill wanted to sell, and I could see a nice project ahead. We had, over past years, enjoyed restoring a number of timber boats. *Champagne* was built by Dulmison in Wyong. Dulmison was owned by a very long time member of GFS, **Phillip Dulhunty**. We do not know her original name but before Bill Elton's time she was apparently called *Mistress Wanted!* I wonder, did that owner ever find one?

So the rebirth of old *Champagne* began.

We lifted *Champagne* out, and as we planned a long life for the old boat, we put her in a yard so the hull could completely dry out. I had the hull stripped right back then she sat in Rydalmere, a long way from salt

water, doing nothing for five months.

I had the whole hull rebuilt with epoxy, then refinished – topsides with new gelcoat and a nice shiny bottom. I had a shipwright restore the sponson, deck and cabin exterior, rudder, tiller and other fittings. We pulled out the old mast and had a new one built by Whale Spars and installed using new standing and running rigging. Then out came the old one-cylinder Yanmar, and in went a new 10HP Beta, a new shaft, and Hydralyn propeller. In the cabin, the hull has been relined, and she has a new set of cushions. A year later, we are racing the refurbished Folkboat, renamed *Folklore*, in Orange Division. I am still playing to establish the most suitable sail plan. All in all, we now have a nice little cruiser racer – a vessel the family can enjoy for years to come.

If you are interested, you are welcome aboard anytime.

Editor's Quiz Answers

1. 22.
2. Kintama and Hullabaloo.
3. 7137.



Did you have a go at guessing the location of the boats in this image?

Answer:
Passing the Cockatoo Boat Storage area

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