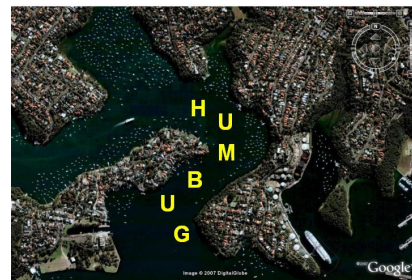


Greenwich Flying Squadron



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 Etchell Class
Wednesday	Twilight Keelboat Racing during Daylight Saving.
Sunday	Sabot and Laser Classes Keelboat Cruising Division.

Editor's Comment.

Already more than half way through the Spring Twilight races and closing in on the holiday season! This issue covers most of the club activities with the Commodore's report and reports from the various sailing activities. A special important entry this month covers the safety audits and the importance of compliance to the requirements. No one should race without safety clearance!

We are also recognising the achievements of members in extra-GFS regattas – well done to those mentioned and others who we may not be aware of.

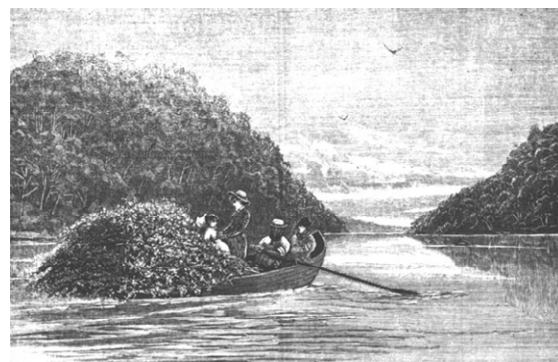
Also note the special events coming up – YOTS - 5 December and the Social Event - 23 Feb 2008.

Wishing you all the best for the remainder of 2007 and the coming year – 2008.

Johan Brinch

Dolphin II

Contributions welcome to
gfsHumbug@bigpond.com



A boatload of Christmas Bush (*Ceratopetalum gummiferum*) being rowed towards Sydney for sale in the markets [Sydney Mail 23 December 1882]



Season Greetings from Humbug

Commodore's Cockpit.

The sailing season is running at full pace and the club is busy with twilighters and weekend racers. There is not much new to report from the committee as we are currently focused on the smooth operation of sailing events and the finalisation of membership details and safety inspections.

There has been some success at events away from the club with Ray and Sandra Entwistle winning the PHS division in the Morna Cup race last weekend on their boat Sweet Chariot. This is a long held race by the RSYS up to Pittwater followed by a social event overnight and a race back the next day. Congratulations.

My kids, Henry and Ella sailing two-up also had some success at the Sabot State Titles and they made the selection for the Nationals team. It has been some years since we have had our Sabots represented at the Nationals. With the resurgence in Sabot sailing I am sure that this will be the first of many.

I am sure that the club will be busy over the next month leading up to Christmas so I encourage all members to be courteous to other members, share the pontoon and be vigilant in protecting our facilities.



Martin Sheppard
Rex

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

Dear Twilighters,

Favourable winds and familiar faces

I feel very privileged and honoured to be asked to be your Twilight Captain for a second year. Not only is it great to be back on the water but I always enjoy catching up with familiar faces and meeting some new ones.

The Entrée series saw some very competitive sailing with three boats from white division, Akvavit (Andrew Richardson), Pegasus (Williams – Gibson Team) and Jaytripper (Mark Rhodes) winning each of the three races. It looks as though White Division is going to very tough this season!

The start of the Spring Series has greeted us with gentle but favourable breezes. We have



Sailing in from Humbug 21 Nov 2007

seen 59 and 50 boats respectively for the first two races. I would just like to extend a big thank you to the course setters Keith Tierney and Harvey Porter for their assistance in getting the courses right for the conditions, and getting all the boats home. I would also like to extend a big thank you to our new starters who after a few technical problems in the first week have managed the second week without a hitch.

The start of the Spring Series has seen some great racing. Bottoms have been sanded and cleaned, new suits of sails have been set and friendly rivals are doing battle once again.

All divisions have welcomed the new backstay division colour pennant. Thank you to Ian McDiarmid for supplying them. Blue Division has also welcomed the longer courses (White Division Course)



The awaited results announcements

Skippers' briefing

We had an excellent rollup at the skippers' briefing on the 30th October and Ian MacDiarmid's run through the rules was greatly appreciated. He also showed us a number of useful knots and rope splicing which was also quite instructive.

Thank you again also to Geoff Lucas who also took time to share his invaluable knowledge in getting around the course, getting through Humbug and areas on the course to look out for. Some of the key messages to come out of the evening were safety first, consideration for fellow sailors, if you know you are in the wrong, do the right think and take your penalty turn, and if you have to protest clearly pull out your red flag and clearly state "Protest".

Remember that if you have an on-water incident, you need to fill in the club incident register and complete the Waterways form and report the incident within 24 hours.

Starts

Our new starters are getting the hang of things and have been getting the results processed and up on the net quickly. They have had some challenges though with boats finishing in the dark one night and then all finishing in big clusters. Please help the girls out if you finish blanketed by other boats by telling them where you finished. Similarly let them know if you sail across the line without completing the course.

Remember that like all racing, the dropping of the division flags is the start, not the horns. All going well they should occur together, but if you are in any doubt, watch the flags. Please also keep well clear of the line if it is not your division starting.

Safety Audits

Despite having set aside three dates for the Safety Audits it is very disappointing to have a number of yachts who have not had their safety checks done. The audits are a part of the Clubs Aquatic License and along with the boat insurance, are essential if yachts want to race in the club. Please contact Rod Stewart, Mark Rhodes, Harvey Porter or myself to arrange an inspection prior to the next twilight so your points will count.

(see special article on audits. Ed)

Duty crew

The duty crews for the next three races in December are as follows:

- 5 December – Rex
- 12 December – The Saints
- 19 December – Avanti



What would we do without our catering staff?

YOTS – 10 year Celebration - 5 December

This will be the 10th year we have taken YOTS (Youth Off The Streets) sailing for the night and I encourage you all to accommodate passengers to the extent that you can. The kids love it and it is a great opportunity to pass on your skills. Drop in to the pontoon to pick up from 5:00 onwards and I shall help load the kids on to your boats.



Note that if the sailing is cancelled due to rough weather on the 5th, the YOTS event will be held the following Wednesday.

Final note

I hope you are enjoying the sailing so far and please do not hesitate to contact me if you have any suggestions or concerns.

Regards

Michael Armati

Twilight Captain

Sailing Secretary's report

With the first week of December the Saturday Spring Series comes to a close marking a series with abandoned races, strong winds, horrible weather as well as some excellent days where everything about the weather was good. The conditions meant that there were generally small and variable fleet sizes. The tenacity, good sailing and commitment of the winners and placegetters are commendable given these conditions – well done!

Course Changes

Please be advised that there are two additional courses added to the Twilight and Winter Series course sheet. A new course sheet will be sent out to financial members who have passed safety checks and have lodged proof of insurance with the club. The course sheet will be on BLUE paper and will have the title AMENDED COURSES. Be aware that twilight courses may be used on Saturdays.

The two additional courses are -

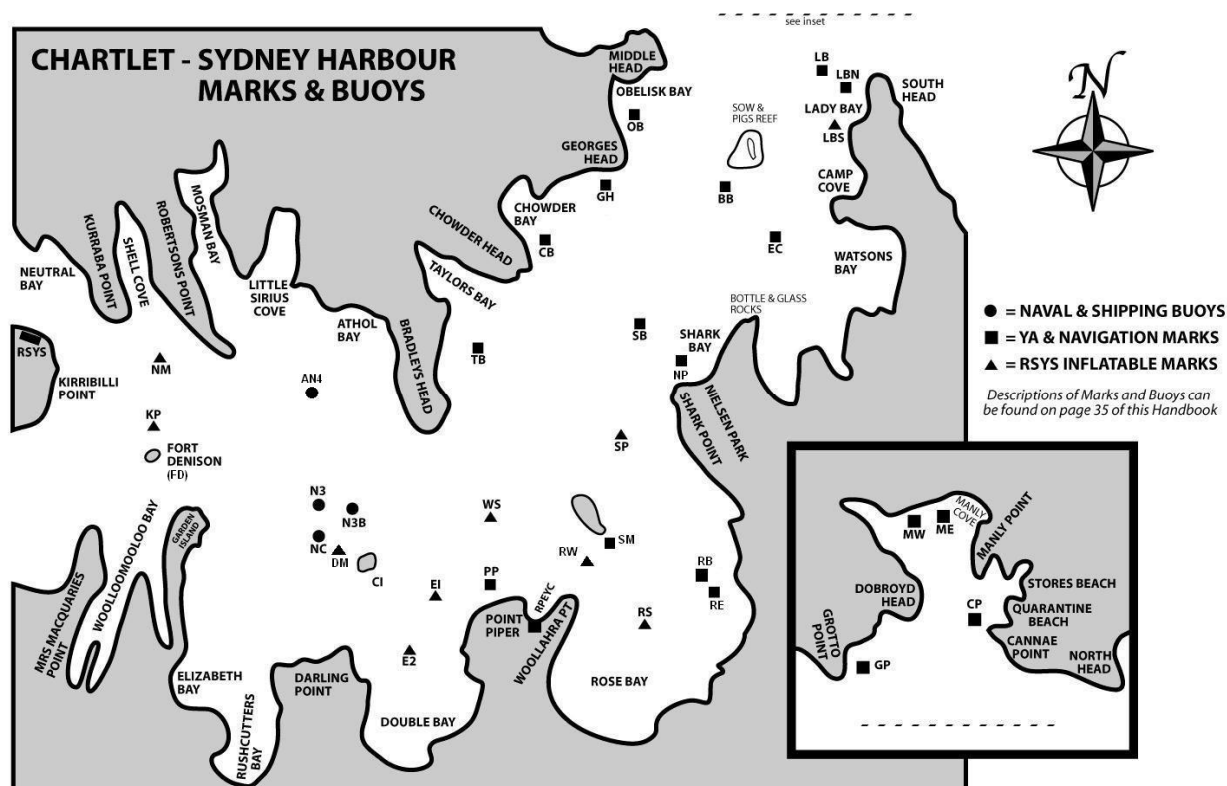
Course 43	Start Cockatoo Island Goat Island (P) A Cockatoo Island Goat Island (P) Finish	Course 44	Start Goat Island Spectacle Island Snapper Island A Cockatoo Island Goat Island Spectacle Island Snapper Island Cockatoo Island Finish
-----------	--	-----------	--

They will be in effect from the first Race in December for both Twilight and Saturday groups; Please read the information elsewhere in Humbug regarding Safety Inspections and the Transit Zone in the vicinity of the Harbour Bridge.

Hopefully the Summer Series will bring more favourable weather: sun and wind.

Position of Marks in the Harbour.

The Chart and following descriptions indicate some of the marks which are often used by RSYS and other yacht clubs in Sydney Harbour and which GFS Down Harbour courses either use or cross.



Reference - http://www.rsys.com.au/sailing/images/Chart2006-07_000.jpg

Harbour YA Marks – all YA marks are rounded to starboard

YA buoys – YA buoys referred to are yellow, spherical, cylindrical or spar shaped buoys which may be replaced with a different mark without warning.

BB Beashel Mark - YA buoy, south-west of Sow and Pigs

CB Chowder Bay Mark - YA buoy off southern shore of Chowder Bay

CP Cannae Point – YA buoy off Cannae Point

EC Eastern Channel Pile Light Mark - YA buoy approximately 100m west of the light
 GH Georges Head - YA buoy approximately 200m south west of Georges Head
 GP Grotto Point – YA buoy approximately 200m east of Grotto Point
 LB Lady Bay – YA buoy opposite South Head approximately 100m west of LBN
 LBN Lady Bay – YA buoy to north of Lady Bay
 ME Manly East Mark - Easternmost YA buoy in Manly Cove
 MW Manly West Mark - YA buoy, 400m SSW of Manly Wharf
 NP Neilsen Park Mark – YA buoy approximately 100m south west of the red navigation pile off Neilsen Park
 OB Obelisk Bay Mark - YA buoy east of Obelisk Beach
 PP Point Piper Mark - YA buoy north of Point Piper
 RB Rose Bay East Mark – YA buoy in Rose Bay approximately 100m north west of the red can buoy in front of the convent on the eastern shore
 SM Shark Island Mark – YA buoy approx. 10m south east of the south cardinal mark off Shark Island
 SP Sow and Pigs – YA buoy south of Sow and Pigs reef
 TB Taylors Bay Mark - YA buoy in Taylors Bay
 Islands used as marks
 CI Clarke Island - Summit of Clarke Island and pile south of Clarke Island
 FD Fort Denison
 SI Shark Island – Summit of Shark Island and the lighthouse north of Shark Island
 Cardinal Marks – A boat shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be continuing obstructions.

pH
 Flair

Special Contributions

Safety Audits and Proof of Insurance

This contentious subject comes up at the same time each year. This year we have been less than successful in getting the fleet passed audit and insurance. In fact, as I write only two thirds of the racing fleet has passed both hurdles, in spite of 3 days specifically set up to allow owners to get their boats checked.

We all feel that this is a pain in the transom, however we need to recognise that safety is a vital concern for all skippers and crew, not just yourself but others, and that current insurance is the only protection against horrendous cost should you have a bingle without it.

A considerable risk to a Club like ours is the loss of our Aquatic Licence. If this were to happen the Club could not hold any racing event on the water, and the implications for the Club are obvious. We have been criticised by Maritime in the past for failure to submit reports of “incidents” on the water. As of 15 November clubs are responsible to report, and to investigate, incidents. Therefore we all need to be very vigilant. More on this after the next Committee meeting.

The safety audits each year bring forth arguments as to “what is really needed” as opposed to what the audit form says. Please read YA Special Regulations Part 1 in the back of your

Blue Book (starts on page 173) which contains the actual Rules against which boats are audited, in more detail than the audit form.

Some common issues on selected Safety Audit Items are:

Rule	Description	Comment
3.20	Bilge pump	If your boat is over 8m you must have one. Note the 25mm bore suction. Most modern boats have these built in with permanent handles. If not you must have a handle with a lanyard. An electric pump is not acceptable on its own.
	Two buckets with lanyards	The prime reason for these is in case of bilge pump failure. You need to assure yourself that the bucket and the lanyard would be up to a serious baling task.
3.24	Engine	Engines and fuel tanks need to be secure. A stopcock must be fitted between the tank and the engine and be accessible in case of a fuel pipe rupture.
3.28	Hull ID	You must display the boat name, the sail number and the club name (initials) clearly and legibly on the stern. You may also display other things, such as the compliance sticker, but the name, club and sail number are the minimum.
4.04	Fire extinguishers	See Rule 4.04.2. GFS requires that extinguishers be serviced annually (or replaced if not refillable/maintainable).
4.07	First aid kit	The requirements of Rule 4.07 are clear. Generic items are acceptable (Betadiene, Solugel, etc). Note the quantities required by the Rules.
4.10	AYF Rule Book	Have you read it?
4.16	Name on buoyant equipment	For absolute clarity, this includes all PFD's, life slings and lifebuoys. The boat's name should be on anything that will float (see 4.16.1).
4.22	Flares	Not mandatory for Cat 7. If you have them they should be in date.
5.01	PFDs	Another contentious item. PFDs must comply with the Rules, that is one PFD 1 or PFD 2 for each crew member, and they must carry the boat's name, reflective tape and a whistle.
SI 1a	Proof of insurance	The boat owner must produce written proof of current insurance. Please also see your Membership Form, Compliance Form and the Sailing Instructions- Keelboats. Some insurers don't issue a new certificate on renewal, instead providing a reference/receipt number. I emphasise that the onus of proof is on the owner, not the Club or the auditor, and owners must ask for this from the insurer.

Note: The YNSW has recently determined that all safety audits will expire on 31st August each year.

Rod Stewart

Sabot News

The Sabot season has opened with a bang and is progressing nicely with a number of new families joining GFS and our junior sailing fleet. We seem to be averaging 10 or more starters each week, though the faces seem to change weekly as people juggle sailing with other commitments. If the planets align and all Junior sailors appear on the same day we could be launching a fleet of over 15 boats! This could also grow substantially when a number of potential sailors manage to source boats.

With the later starting time of 2.00pm we have experienced a range of conditions from lighter strength easterlies to more vigorous sea breezes. However the most trying day so far was the 15 knot plus westerly of November 4. This saw the majority of starters enjoy a swim or three (or more) but I was very pleased to see the kids persevere, dig their boats out of the drink, bail furiously and have another go.

We are trying something new this season with a multi race format with two or three shorter races. This gives the sailors more chances to redeem themselves after bad luck or a bad choice and provides an extra set of starting routines to practise getting to the line on time and hopefully with a little boat speed. So far we are seeing steady improvement in sailing skills and last week had a greatest number of finishers over the three race format.

This year we are also focussing on the social side of things with a monthly BBQ after sailing so that the junior sailors and families can enjoy the club's great location for a summer evening. It's a great chance for younger siblings to hang around the club and get a taste for the sport prior to taking the plunge later.

Finally, we are always looking for more junior sailing members and family membership applicants, so if you know anybody who would like to get their kids into the sport tell them to contact me at sabotgfs@bigpond.com for information on the sailing program, membership applications and available boats.

Richard Imlay.

Sabot Captain.

LASERS AT GFS



The Lasers are off to another great season at GFS. A warm welcome to Michael Armati and Mike Williams, both of whom have bought boats and joined the racing.

We are regularly getting up 8 – 10 boats for close racing, in a relaxed atmosphere on Sunday afternoons. We start late – generally around 3:45 pm – to coordinate with the junior sailing program, and also to give room for other activities earlier in the day and time for the harbour traffic to settle down. Generally we're back at the club by around 5 pm, in time to help celebrate the setting of the sun, and sometimes enjoy a relaxed BBQ with the sabots.

The big news for 2007 is that GFS sailors are venturing out to compete in other events, notably the recent State Championships at Botany Bay, and the Laser World Masters to be held in February offshore near Terrigal. The yachting experience of GFS laser sailors is sure to help in the big seas. Both John Harrison and Bill Haughton have recently purchased new boats, a rash act which has probably halved the average age of the entire fleet....

If you'd like to join us, just drop down to the club on Sunday, or contact Ken Gibson at ken_gibson@mckinsey.com.

Ken Gobson

Laser Master World Championship – 2007 Spain



Humbug congratulates Geoff Lucas with his participation and excellent results in the Laser Master World Championships.

No	Sailno	Name	Scores	1	2	3	4	5	6	7	8	9	10
21 of 53 in class	AUS 178621	Lucas Geoffrey	141,0	19	26	(30)	20	(31)	24	21	7	21	3

There were 419 participants from 32 countries – 29 from Australia.

Well done. Ed

PS: The next LMWC is held in Terrigal, NSW 17 – 23 Feb 2008

Annual Social Night ! – 23rd February 2008

For those of you who missed last years “Broadway on the Pontoon” here are a few photos to whet your appetite for this season’s social extravaganza !



We have set the date for the 23rd February so please diarise !

We are still thinking about ideas for the night but rest assured it will be an action packed night and a chance to mingle with old friends and new. Tickets will go on sale in the New Year.

**Michael Williams
Pegasus**

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.

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 announcements of up-coming events.

As a reminder, Humbug issues are only posted on the web.

Please support our clubs sponsors.



Robert Dawson Authorised Representative
Superannuation, Self Managed Super, Investments, Insurance.

65 Hume St. Crows Nest 2065
Ph: 9024 5116
Mob: 0432 870 747
radawson@ozemail.com.au



www.gladesvillbridgeboats.com.au

www.boatpoint.com.au/gladesville

email: gbys@alpha.net.au

Yacht & Powerboat Sales
Professional & Comprehensive
Brokerage Service
Magazine, Web Site,
Newspaper and Boat Show(s)
Advertising

New listings always required



**Computer Designed, Laser Cut, Racing and
Cruising Sails.**

Repair Service

MacDiarmid Sails

Unit 25A 33-37 College Street
GLADESVILLE, 2111

Tel 9817 4155 FAX 9817 5829

www.macdiarmidsails.com.au



**JOE WALSH
RIGGING**

***Manufacturer of
TOPSPAR masts
Marine and industrial rigging
Woolwich Marina - Woolwich NSW***

- Reefing systems to suit genoa and mainsail
- Mast lifting facilities
- Electrical and navigation installations
- Deck hardware layouts
- Swaging, hand splicing and hydraulic pressing
200 ton PSI
- Static and fine tuning
- Mobile workshops –water and land
- Deep waterfront premises

*Joe Walsh uses and recommends
RONSTAN Rigging screws and hardware
Agent for PROFURL Furling equipment
Your can contact Joe Walsh on
02 9879 0189*